

The Hongkong Telegraph

(ESTABLISHED 1881.)

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June 17 1915, Temperature 6 a.m. 81 2 p.m. 85
Humidity 91 78

June 17 1915, Temperature 6 a.m. 82 2 p.m. 85
Humidity 89 75

WEATHER FORECAST
OVERCAST
Barometer 29.86

2918 日五初月五

THURSDAY, JUNE 17, 1915.

四時鐘 七十七月大英一九一五年 SINGLE COPY 10 CENTS
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TO-DAY'S LATEST WAR TELEGRAMS.

AIR RAID ON NORTH EAST COAST.

ZEPPELIN BOMBS KILL FIFTEEN PERSONS.

Fierce Fighting on Eastern Front.

FRENCH BRING DOWN ANOTHER ENEMY AIRSHIP.

[Reuter's Service to The "Telegraph."]

MORE GERMAN TREACHERY.

June 16, 12.35 p.m.
Reuter's correspondent at Petrograd reports that fierce battles continue from the Baltic to the Dniester.
The official communiqué affirms that the struggle continues at Shavli and that the situation is unmodified. The Germans made an abortive night attack at Naraj and other isolated attacks to the north of Prasniz were repulsed.

Fresh German troops have appeared in Galicia to make good von Mackensen's losses. These new formations have not up to the present been seen on this front. They resumed the offensive at Jaroslav and on the right bank of the San, supported by a very strong cannonade. We yielded some ground.

After three days hard fighting on the right banks of the Lubaczokwa and the Wiza, we delivered successful counter-attacks on the Dniester taking 20 officers, 1,200 men and seven machine guns.

The Germans momentarily held Rogozzy. The Russians counter-attacked at dawn and took Rogozno, storming Jouravk-off, and capturing a heavy gun with equipment and artillerymen.

The Germans here hoisted the white flag and then treacherously opened fire on the Russians, who thereupon annihilated them with the bayonet.

The enemy continued their attacks upon the Russian bridgeheads with strong forces and artillery. We repulsed these, capturing over 1,500. We withdrew our front in the Czernowitz region beyond the frontier.

BRITISH OFFICERS RECEIVE BETTER TREATMENT.

(Correction.)

June 16, 12.40 p.m.
British officers, who were placed in solitary confinement in Germany, have been allowed to rejoin their comrades in the ordinary camps, in consequence of the new treatment accorded to German submarine crews in England.

SHIP AFIRE AT BARCELONA.

June 16, 5.20 p.m.
From Barcelona it is reported that it is the *Queensland* on which the fire broke out during the discharge of cargo. The fire was kept under by the port pumps and the local brigades. Cargo for Bilbao is also being discharged. It is feared that the damage to the vessel is important.

BRESLAU SERIOUSLY DAMAGED.

June 16, 5.20 p.m.
It is now ascertained that the Breslau was seriously damaged in the Black Sea fight. Some Turkish torpedo boats were sunk and 12 Turkish officers and 80 seamen were drowned.

TO-DAY'S LATEST WAR TELEGRAMS

ITALIAN COMMUNIQUE.

AUSTRIANS AGAIN REPULSED.

June 17, 9.17 a.m.
Reuter's Correspondent at Rome states that the Italians on the Tyrol-Trentino front continue the gradual occupation of the dominating points.

The Austrians in Carnia are making more intense and more repeated attacks to break through the Sessia Pass, which we still strongly hold; also the ridge of Avostaria and the Monte Orco Pass. Here the enemy's severe cannonading was developing with great violence. At dawn the enemy were repulsed and pursued at the point of bayonet.

ANOTHER ZEPPELIN RAID.

June 17, 2.00 p.m.
A Zeppelin bombed the north-east coast of England last night. Some fires started, but were quickly extinguished. There were fifteen persons killed, and fifteen wounded.

FRENCH COMMUNIQUE.

MORE BRITISH AND FRENCH SUCCESSES.

June 17, 9.20 a.m.
A Paris communiqué states that the British took a line of trenches to the Westward of La Bassee.
The French brought down a German airship at Noroy sur Ourcq. The aviators were made prisoners.

ALLIES' PROGRESS.

(Havas Telegrams.)

June 14.
Rome:—The offensive in Voleja-Escardie zone is pursued with quickness and very successfully. The Belgian troops are progressing on the east bank of the Yser destroying a block-house. Infantry actions are in progress north of Arras. We conquered a German work east of Lorete.

Mr. William Ponty, Governor General of French West Africa, died yesterday at Dakar.

June 15.
French stock now stands at 72.50.
M.M. Poincaré and Mille and paid a visit to the war manufactures in the Loire Department where they found that progressive efforts were being made to raise the output to the utmost.

Rome:—We exploded ammunition depots near Gorta damaging Malto-ghetto fort, dispersing enemy in Monte Nero region.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

CONCLUSION OF PREMIER'S SPEECH.

June 15, 9.30 p.m.
Mr. Asquith concluded by saying that the formation of a national Government demonstrated that not only the Empire but the whole world of Britons were resolved wholeheartedly and without party distinction to prosecute the war with every moral and material force (cheers). It was impossible to over-estimate the value of the entry of Italy. "He had always emphasised the gravity of the task. He was confident as to the ultimate issue, but he deprecated the blind counsel of hysteria and panic (cheers). Our paramount duty was to obtain the willing and organised help of every Briton (cheers). "When our cause has been vindicated and once more there is peace on earth, may it be recorded on that proudest day in the annals of the Empire that there was no home and no workshop which did not take part in the common struggle and did not earn a share in the common triumph" (loud and prolonged cheers).

GERMANS ADMIT BOMBING OF KARLSRUHE.

June 15, 6.30 p.m.
According to Reuter's correspondent at Amsterdam it is announced in Berlin that five hostile airmen bombed Karlsruhe. Several persons were killed and wounded and damage was done in numerous places.

WAR TELEGRAMS.

TRAWLER SUBMARINED.

June 15, 6.45 p.m.
A submarine sank the trawler *Argyll* in the North Sea, without warning. The trawler sank in two minutes. Seven members of the crew were drowned, including the captain.

RESULT OF GREEK ELECTIONS.

June 15, 6.50 p.m.
A telegram from Athens gives the result of the Greek elections as follows:—

Venizelists...	...193
Government	...100
Other Parties	...23

THE DARDANELLES.

A MOST SATISFACTORY DESPATCH.

June 15, 7.10 p.m.
The Press Bureau issues the following:—
A most satisfactory despatch has been received from the Dardanelles. The situation has developed into trench warfare. The Turks, since our victory on the 4th inst. have grown to respect our offensive. Day and night they have had to submit to captures of their trenches. Two regular regiments on the night of the 11th inst. seized the Turkish advanced trenches, killing many snipers en route, and maintained the captured position, despite bombs. The Turks, on the 13th, counter-attacked and were annihilated by naval machine guns. The situation is favourable to us, but progress is necessarily slow owing to the most difficult ground. The Turkish offensive is sensibly weakening.

MR. ASQUITH'S OPINION.

In the House of Commons, Mr. Asquith, referring to the Dardanelles, opined that we would push through to a successful issue.

ALLIES' PROGRESS IN WEST AFRICA.

June 15, 6.25 p.m.
The surrender of Garua completes the very arduous task of the Allies in the Northern Cameroons and concludes an important stake of the war in West Africa. It releases a large force to co-operate with Dobell in the Central Cameroons.

THE STRENGTH OF THE VENIZELIST PARTY.

June 15, 8.25 p.m.
Reuter's correspondent at Athens states that the Venizelist have received an unanimous majority in sixteen provinces and a strong majority in six provinces. The Government has obtained a majority in only three provinces. A number of independents are also certain to support Venizelos, particularly the Rhaellists.

SULTAN SUFFERING FROM CATARRH.

June 15, 8.25 p.m.
According to Reuter's correspondent at Amsterdam it is officially stated that the Sultan did not attend the last Selamluk, owing to catarrh.

GAZETTED BARON.

June 15, 9.20 p.m.
The Rt. Hon. Sir Stanley O. Buckmaster Lord High Chancellor in the new Cabinet, has been gazetted Baron Buckmaster of Cheddington.

IRISH LOYALTY.

June 15, 9.25 p.m.
Mr. John Dillon, who spoke in the House of Commons to-day on behalf of the Nationalists, was loudly cheered on affirming his honest and sincere desire to aid the new Government to carry the war to a triumphant conclusion.

WAR VOTE PASSED BY COMMONS.

June 16, 2.50 p.m.
The House of Commons has unanimously approved of the war credit.

(Continued on page 5.)

TELEGRAMS.

THE DERBY.

ENORMOUS ATTENDANCE.

Reuter's Service to The "Telegraph."
London, Received June 16.
At the Derby the weather was fine and the attendance enormous. O'Neill rode Gadabout and, when fairly in sight, Pommern got to the front, maintaining the lead till the end and won in a canter.

CONCESSIONS IN CHINA.

LORD R. CECIL'S STATEMENT.

London, Received June 15.
In the House of Commons Lord Robert Cecil stated on behalf of the Government that no agreement exists with China regarding railway development by British subjects or British capital, though agreement signed by British syndicates are communicated to his Majesty's legation. The Chinese Government has promised that certain railway concessions, for which a British firm has been negotiating, shall, whether granted to that firm or not, be reserved for British subjects.

SHIP ON FIRE.

IN BARCELONA HARBOUR.

London, Received June 16.
The steamer *Kingsland* with a cargo of jute is on fire in the harbour of Barcelona.

OBITUARY.

SIR NATHANIEL BARNABY.

London, Received June 16.
The death is reported of Sir Nathaniel Barnaby.
[Sir Nathaniel Barnaby was Admiralty overseer of H.M. ships *Viper* and *Wrangler* building on the Thames in 1854, in designing offices at the Admiralty, Somerset House, and afterwards at Whitehall in 1854-85; head of the designing and building departments in offices of Controllers of the Navy 1870-85.]

NEWS FOR BUSY MEN.

CONDENSED.

The British have taken another line of trenches west of La Bassee.

The French brought down a German airship at Noroy sur Ourcq and took the aviators prisoner.

Fierce fighting continues between the Baltic and the Dniester. The situation at Shavli has undergone no change.

A Zeppelin raided the north-east coast of England last night, dropping bombs which killed fifteen persons and wounded fifteen.

Some Germans fired on the Russians, while the former were hoisting the white flag; whereupon they were annihilated with the bayonet.

The Italian progress on the Tyrol front and in the Carnia district continues, and the enemy have been repulsed at various points.

The vessel on which fire broke out in Barcelona Harbour was the *Queensland* and not the *Kingsland*. It is feared that serious damage has been sustained.

It has been ascertained that the injuries done to the *Breslau* in the recent Black Sea fight were more serious than was at first supposed. Some Turkish torpedo-boats were also sunk.

NEWS.

The annual Dragon Boat festival was held at Aberdeen to-day.

"Our Contemporaries" appears on page 2, Commercial News on page 3, and Log Book on page 6.

A polo match on behalf of the Belgian Relief fund will be played next Wednesday. Ireland v. "The Rest."

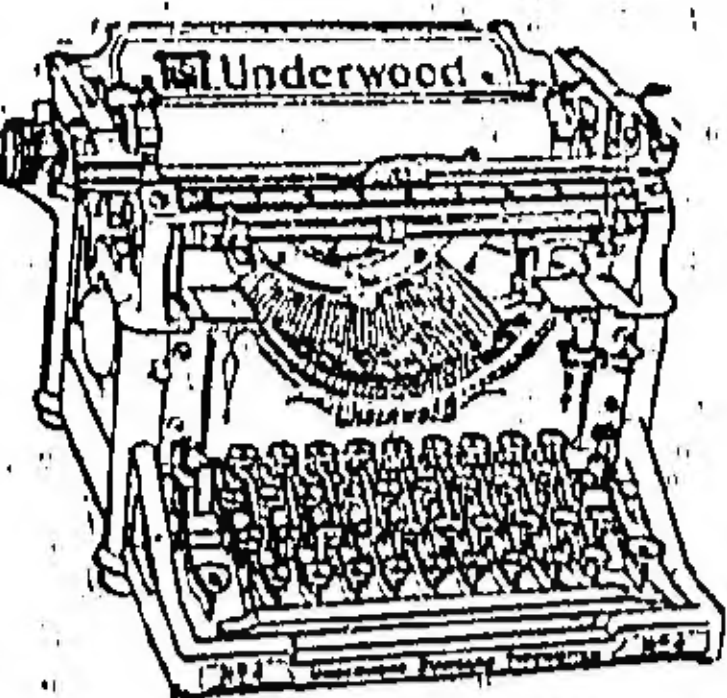
Articles await signature at this office for a contest between Iron Bax and Sapper Richards for the Light-weight Championship of the Orient.

NOTICES

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THE CHEAPEST BECAUSE IT LASTS THE LONGEST



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New Scheme for Children's Early Endowment:—
Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death and Numerous Options at the Age of 25.
Write for Pamphlet and Full Particulars to

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DAI NIPPON BREWERY



& CO., TOKYO, JAPAN.

OBTAINABLE EVERYWHERE

SOLE AGENTS

MITSUI BUSSAN KAISHA.

Hongkong, June 11th, 1913.

ASTHMA
CAN Be Cured.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

Obtainable at Messrs. A. S. WATSON & Co., Ltd. and all Chemists and Patent Medicine Vendors.

Price \$2.50 per bottle.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 160, Wellington Street, second floor.

Hongkong, 26th Jan., 1912.

WING KEE & CO.

47-49, Connaught Rd.

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Hongkong, 3rd October, 1913.

NOTICES

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AND
GRILL ROOM.

Hongkong, July 14, 1914.

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GRAND HOTEL.

A first-class and up-to-date Hotel, most central location, within the vicinity of all the principal Banks.

Noted for the best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision.
A first-class string Orchestra renders selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for shipping people.

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CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

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PERFECT SANITATION.

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Luxuriously furnished Lounge, Drawing, Reading & Writing Rooms.

Under Personal Management of
O. E. OWEN, Proprietor.

CENTRAL CHAMBERS.

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OPPOSITE ASTOR HOUSE HOTEL.

These Rooms have been thoroughly renovated and newly furnished throughout. They are specially recommended to Merchants, Officers, Tourists, Travellers and Local Residents, being most centrally situated. Special Terms can be arranged with the Alexandra Cafe for full or partial Board. Single Rooms from \$2.00 per day or \$40.00 per month with attendance. Hot and Cold Water, Electric Light, &c., No Extras. Inspection cordially invited. Full particulars may be obtained either premises or

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BEST SITUATED HOTEL IN TOWN.

EVERY ROOM HAS A BATH-ROOM; DRESSING ROOM ATTACHED.

MOST UP TO DATE SANITARY ARRANGEMENTS.

Under English Management.

H. R. WARING,
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NEW MACAO HOTEL.

PRAYA GRANDE, MACAO.

The above Hotel was opened on August 1st, 1914, under new proprietorship and management. The Hotel now offers for Residents and Tourists excellent accommodation. Large dining room facing the sea. It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect. Large and airy rooms, excellent sanitary arrangements. Hot and Cold Baths, electric light and fans. Private and Public Bar, and Billiards. Terms Moderate. For further information apply to Tel. Add. "Phoenix."

THE MANAGER.

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIFTEEN MINUTES FROM PRINCIPAL LANDING STAGE.

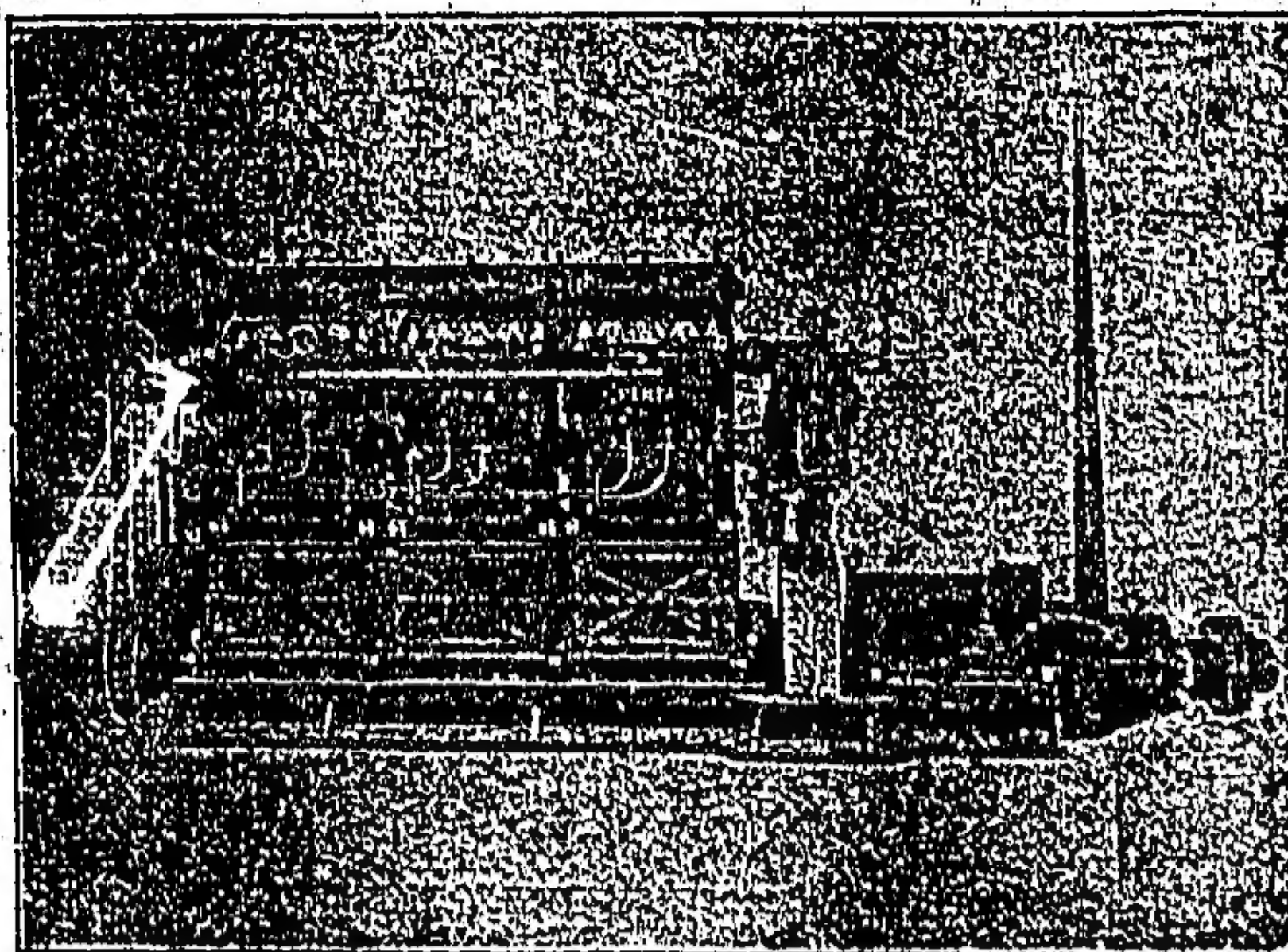
FIRST-CLASS RESIDENTIAL and TOURIST HOTEL

Unrivalled for Comfort, Health and Convenience. Telephones in Every Room; prompt connection maintained by six lines to Central. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms. European Runner meets Steamers.

P. O. PEUSTER, Manager

NOTICES

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36 H.P. PENTA MARINE MOTOR

MOST RELIABLE ENGINE IN THE MARKET. SMALL, COMPACT, ECONOMICAL FOR STATIONARY AS WELL AS MARINE PURPOSES. VARIOUS SIZES IN STOCK. DEMONSTRATION BOAT IN HARBOUR.

FOR PARTICULARS APPLY TO

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IN CHINA LTD.

YORK BUILDING (TOP FLOOR.)

OUR CONTEMPORARIES.

South China Morning Post.

The Metric System.

One of the many changes which it is hoped will be brought about as a result of the war is the universal use of the metric system. The advantages of standardising weights, measures and monies in national and international trading have frequently been urged in these columns and exponents of enlightened public opinion, at home and elsewhere have endeavoured in a variety of ways to push the cause. The outlook is most optimistic and it seems almost certain that one of the results of the war will be a general departure from useless tradition and petty prejudices in favour of a system of calculation which is so simple, convenient and logical. Never has there been so much interest displayed in the metric system as since the outbreak of the war.

Daily Press.

The Veil of Secrecy.

For more than a week there has been a singular absence of news respecting what is happening on the British front in Belgium as well as in respect of the operations in Gallipoli. There is a comforting old adage which assures us that "no news is good news." We trust it may be so in the present instance. The last news we had concerning the operations in Belgium was in an Amsterdam message, dated the 9th inst. which told us of "enormous movements of German troops" in the direction of the Yser Canal, and that in connection with this movement the Belgians had been closed and barbed and electric wires had been run along the whole line of frontier. This news naturally put us all on the tenterhooks of expectation for what other meaning could it have than that another determined German assault on the British positions was imminent? We still wait for confirmation of these expectations.

China Mail.

Comments on the War.

Notwithstanding the mass of information published regarding the war it is indeed perplexing clearly to comprehend how the situation really stands. We were told months ago that the Germans were running very short of ammunition and there seemed good grounds for the belief. It also appeared to be a fact that they were finding it increasingly difficult to obtain the necessary metals for a further supply of munitions. Still they are blazing away. There is no doubt of that, and the only explanation is that the Tanton was much better provided with stocks of munitions and was material than was generally supposed. They have also been able apparently to get large supplies through certain neutral countries. A more effective curb upon this latter source is, happily, now being placed. Holland's restriction of her raw cotton export should also prove a big obstacle in the path of Germany's future supply of munitions, as the commodity forms an important ingredient in the manufacture of certain combustibles. There can be no doubt that if the Tanton's power of further supply of munitions could be dealt with effectively a speedy termination would inevitably follow. Until this takes place, the Germans will continue to be as destructive as possible, even though they know quite well that in the end defeat for them is certain.

For a good solid meal a la Carte or Table d'Hôte with Wines & Liquors of the Best—ALEXANDRA CAFE.



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PORTABLE MOTORS.

Shipments just to hand with the latest improvements. Many exclusive features not to be found in other portable Motors. Let us give you a demonstration.

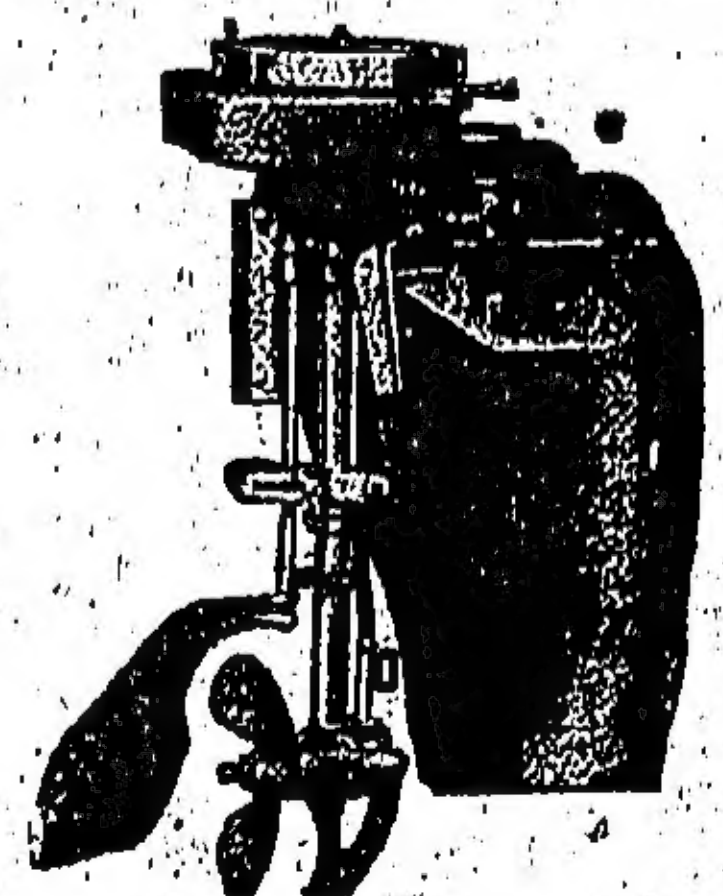
Two Sizes—2.3 h.p. & 3.5 h.p.

Batteries or Magnetos as desired.

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WE are the leading Manufacturers in this class of Goods. Our Fruit & Ginger are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

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ART PHOTOGRAPHER
HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging.
Hongkong, 18th July, 1913.

GENERAL NEWS.

NOTICE.

Prepaid Advertisements

NOTICES.

Dear Bread at Home.
The price of the quarter (4lb.) loaf was again advanced a half penny in London last month. The general price was 8½d., but it varied slightly according to the district.

Jersey Man is 107.
Shashope, N. J., George Niper celebrated his 107th birthday yesterday in the little cabin near the old Shashope reservoir, where he has lived for nearly a century. His youngest son, Thul, 64 years old, lives with him.

Niper was born in Pennsylvania. His father was a charcoal burner. Niper makes axe handles for a living. He has smoked and chewed tobacco since he was 12, and says he thinks he has lived so long because he has been a moderate user of tobacco and alcohol. He has never been seriously ill.

U. S. Fleet to Stay in Atlantic.
Washington.—While Secretary Daniels said again to-night that he had not finally determined to abandon plans for sending the Atlantic fleet through the Panama Canal next month to San Francisco, it now is regarded in official circles as virtually certain that the fleet will be kept on the Atlantic coast.

Mr. Daniels had a further conference during the day with Captain Hugh Rodman, marine superintendent of the canal, who told him that, although a vessel drawing 30 feet of water could be towed through the waterway at this time, the canal was only being used by day and dredging was going on steadily every night.

Dead Girl's Fiance's Claim.
Norristown, Pa.—A claim of \$75 against the estate of Mary E. Fritz, late of Pottstown, made by Irvin H. Hillebeitel, her fiance, for nursing her during her last illness, was refused to-day by Judge Silly in Orphans' Court in adjudicating the estate. Hillebeitel, who is an insurance agent in Pottstown, valued his services at \$25 a week. The court says:

"Miss Fritz and her sister, Mrs. Krause, lived together in Pottstown. Hillebeitel was looked upon as her best friend, who was paying attention to her as suitor. He knew her serious illness and feeble condition and Mrs. Krause testified that in her presence he stated his willingness to assist in waiting upon her. He failed to establish an implied contract that his friends received these services with the understanding that they would be paid for. He made no demand in her life-time for compensation."

Gunwomen in New York Strikers.
Washington Gunmen and gunwomen have been used by both strikers and employers in industrial disturbances. Police Commissioner Woods, of New York, told the Industrial Relations Commission. The Commissioner related details of an investigation of the confessions of a New York gang leader, "Dopey Benny," which culminated yesterday in the return of indictments by the New York County Grand Jury.

"This investigation," said Commissioner Woods, "has shown a large employment of gunmen by strikers and a somewhat less employment of gunmen by employers. In the cases of employers the gunmen are usually secured indirectly through the employment of private detective agencies which use gunmen. We have found that New York gunmen have been taken to Chicago, Cleveland, Cincinnati, Boston, Baltimore and Philadelphia. Not only gunmen, but in strikes involving women workers gunwomen have been used."

Commissioner Woods did not believe the present industrial system was the cause of the growth of gunmen as an institution. The employment of gunmen in strikes he believed merely incidental to the general life of crime led by the gangster.

Prof. Henry R. Senger, of Columbia University, declared that "no fair-minded person can deny that the courts of the land do act with a decided bias toward employers as against labour."

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

S. MOUTRIE & Co., Ltd.

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TUNING AND REGULAR ATTENTION INCLUSIVE.

TWO VIEWS OF A SITUATION.

German Victory Claims Affirmed and Denied.

Paris, May 6.—A semi-official Note issued this evening says:—"The Russian Embassy has declared that the Anglo-German communiques regarding an alleged victory over the Russians in Galicia are absolutely devoid of truth. This denial completes the collapse of the campaign organised by the Germans. It is easy to-day to describe the different methods employed by them since April 22 for the purpose of undertaking a political and diplomatic campaign, the reasons for which may readily be conceived. The German Great Headquarters has, in effect, made three simultaneous efforts. The first was in the Langemarch region. Here the surprise caused by asphyxiating gases enabled the Germans for a time to advance. This gain was nullified the very same evening, and the operation commented upon by the Paris German Press as a French defeat had no sequel."

"The second effort was made in the region of Les Eparges and Colonne. It was completely barren of result but this did not prevent the German communiques from mentioning this operation in such a way as to impress public opinion."

"Lastly, the third effort was essayed in the Carpathians. This time the advertising campaign was so well carried out that its organisers exceeded their instructions. The newspapers were told of a victory which had resulted in the capture of 600 guns and 300,000 Russian prisoners. Even the Wolff Bureau was forced to admit that this was too much. It published a telegram which is an admission putting the public on its guard against exaggerations concerning the victory in Galicia. To sum up, three times in ten days the Germans attempted to obtain a success which would promote their political campaign; three times they failed."

What the Germans Think.
Amsterdam, May 6.—While sharing the general exultation over recent German successes, Major Morant, writing in the Berliner Tageblatt, urges the necessity of curbing extravagant hopes.

He says: "So far the Russians at the right moment have always understood how to make use of their numerical superiority. In their will and capacity to set a bound as soon as possible to the advance of the Allies we cannot therefore have any doubt though we can cherish a justified doubt as to whether at this moment the Russian army has in other places the troops at its disposal which it can bring up without damage to the other fronts."

The next few days will show whether the German Allies have set sufficient troops in motion to carry through the long-winded pursuit and whether the Russians in Galicia still continue to dispose of capable reserves."

Discussing the fighting near Ypres, Major Morant says: "There is no question here of breaking through on the grand scale nor of pressing back the enemy, who,

AMERICAN TRADE IN CHINA.

Proposed Organisation in Shanghai.

The suggestion that American business men in Shanghai should combine with a view to forming an organisation for the furtherance of American trade and American interests generally in China, has been very favourably received since the N. C. Daily News of June 7 and will probably be given definite shape in the course of the next few days. It has been the practice of late to have special Wednesday luncheon meetings at the Palace Hotel, where American business men have met representatives of American houses visiting Shanghai on business, and other travellers, and it is from these meetings that the new idea has originated. The matter will be fully discussed at a meeting to be held at 5 o'clock on Wednesday afternoon at the Palace Hotel, at which the American Consul-General, Mr. T. Samson, who has taken great interest in the proposed organisation, will preside.

Although the scheme has not yet taken practical form we understand that the new organisation will be somewhat on the lines of the newly formed British Chamber of Commerce and will undertake duties relative to the protection of American interests and the furtherance of American trade here. The movement is assured of strong support, and it is expected that there will be a large attendance at the inaugural meeting. All American business men are asked to attend. The new organisation is to be quite distinct from the Wednesday Tiffin Club. The latter will continue as usual, it is hoped, with an increased membership, its usefulness having already been proved.

Owing to the long front which he occupies, cannot construct sufficient echelons in his rear. As I have already explained, the English battle area is densely occupied by troops to a tremendous extent, and one position lies behind the other. Supplies of all army requisites lie near their front. The basis of operations which they have established on the Continent permits of their fighting front being supported in the shortest time at every point. We should in this northern war theatre in the west for the present expect no decisive successes, but we believe that one daily success following another will not fail to produce an effect. For the moment it is only to the English that we can attribute unexhausted forces, but it is very questionable whether England can vivify her slumbering forces."

Referring to the reports of disses among the Allies, Major Morant concludes: "However gladly we hear that reciprocal complaints among the Allies are assuming large proportions, no matter how probable such complaints are, we shall not willingly regard the necessities of our western enemies for the present as firm cement. Still greater and more decisive successes must be achieved by us before the crumbling up of one or other of the Allies is an accomplished fact."

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WANTED.—Immediately expert Stenographer-Typist for legal office. Apply with full particulars stating age, experience and salary required and enclosing three recent references. "LEX" c/o "Hongkong Telegraph."

A NATION MOBILISED.

M.P.'s Suggestions to Facilitate War Work.

Mr. H. Pike Pease, M.P., writing to the Morning Post, makes certain suggestions for meeting the war work problem.

"Surely the time has come," he says, "for absolute certainty as to the employment of every available factor, irrespective of personal consideration, for use in this crisis. The Government have naturally hesitated before adopting any legislative enactment involving Universal Service, in view of the patriotic action of so many individual members of the population. But has not the time arrived when we should ask for service in a military or civil sense from every physically and mentally fit male and female member of the community? In that case undoubtedly we should increase our fighting capacity abroad and our work at home. There are many men of considerable ability who are engaged in work which men of less mental power could accomplish equally well if their services were utilised by the State. As an instance, I would refer to a well-known public man, an unrivalled organiser of great ability, who is acting in a minor capacity at the front, and who might be employed in organisation work. There are thousands of young men serving in the police force to-day who could be profitably employed in the Army, and there are special constables and others ready and willing to take their places. Those men who from conscientious or other motives, are unwilling to volunteer for foreign service might be used for home defence. Every man worth anything is willing to make great sacrifices when general interests are at stake. I would be prepared to support almost any legislation, however drastic, which the Government considered essential for carrying this war to a victorious conclusion, but let us be sure that every available man, woman, and means of production is being employed. The Leader of the Opposition yesterday paid a tribute to the Chancellor of the Exchequer in regard to the drink question. May I suggest that if he can ensure sound alcoholic drink alone being sold, he will have done more than anyone in recent years in the cause of temperance."

UNCLAIMED TELEGRAMS.

Eastern Extension Australasia & China Telegraph Co.

Cheney c/o Moutrie, Camdeni, Chop Man Woh West Point, Singapore.

Jones, Engineer Steamship Mexicocity, Liverpool. Mancini Post Office, London. Mrs. Graham Marshall, Richmond.

Voceli Steamer "Miyazaki Maru," Singapore.

J. M. BECK, Superintendent.

Hongkong, 10th June, 1915. Great Northern Telegraph Company, Ltd.

Joensen Vesting, Shanghai. Lowlow, Yueton and Company, Amoy.

Chongshingloun, Shanghai. Junyen, Shanghai.

Jenyuen, Shanghai. R. BLACK, Superintendent.

Hongkong, 11th June, 1915.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who have been appointed our agents there.

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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Telephone: No. 1 A.B.C., 5th edition. Western Union
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The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 17, 1915.

OUR SANITARY BOARD DISCUSSES SANITATION.

It not uncommonly happens that the meetings of our Sanitary Board are characterised by a mixture of sense and nonsense—in which the former does not always preponderate. Yesterday's meeting was an average one. The question of the hour was: flush closets or the bucket system? The President, with a laudable effort after fairness to all parties, considered that the Board "should act on a strict principle" in dealing with applications for permission to use the new system. If an application were granted in respect to one house, he urged, it could hardly be refused in other cases. He thought "it would not be more dangerous to grant the privileges required for the better class European houses than it would be to keep the applicants under the discomforts and inconveniences of the present bucket system." We are not sure that we quite understand what Mr. Orms means by better class European houses; but let that pass.

From the report which we published yesterday one does not glean what the general opinion on the vexed question is among the members of the Board. Eight of these, besides the President, were present, but apparently only three spoke. One of them disputed the discomfort attaching to the bucket system, another called it the most hopelessly unpleasant and inconvenient system that was ever devised, while a third endeavoured to strike a happy middle between these two extremes of opinion. The line which Mr. Hewett took is, we think, hardly likely to find general approval among the Europeans of the Colony. One man's meat is another's bane, and there is no accounting for tastes. Mr. Goldring mentioned the fact that Mr. Hewett lived in an hotel—quite, we are well assured, without any intention of being in any way personal, but merely because the fact happened to fit in with the argument which he was desirous of advancing. We, in the same spirit, would ask: Would Mr. Hewett be as well satisfied with the bucket system if the hotel in which he resides were no better off for sanitary accommodation than the houses referred to in Kowloon and elsewhere? We have but to assume the existence of the old system in any hotel or large boarding house to be aware at once of the dangers and discomforts of it.

Enough has been said at past meetings of the Board to show that there is no insuperable bar to establishment in Hongkong of the sanitary system which obtains in all civilised parts. The pros and cons have been weighed, over and over again, and it scarcely looks as though future discussions would be productive of anything startlingly new against or in favour of either system. The only two rational arguments advanced in favour of the bucket arrangement are that the Colony's water supply is a consideration, and that the house coolies do not understand the flushing of pipes and so would soon have them stopped or broken. Even if we allow that these two points are especially weighty ones—and we confess that hitherto we have not been led to that conclusion—they seem to us to be more than out-balanced by the mass of argument that can be brought against the existing method. Surely the position, when all is said, is one of at least possible cleanliness and comfort as against certain discomfort and spread of disease.

Ammunition—and Bribery.

Quite a useful sentence was handed out at the Police Court this morning to a wily Chinese who was charged not only with being in possession of a hundred rounds of ammunition but also with attempting to bribe a policeman to let him go. The policeman was a Chinese and the bribe five dollars—a point worth noticing in that the offer of a sum equivalent to several days' pay constitutes something of a serious temptation to a Chinese of the poorer class. That the lunko proved incorruptible is something on which to congratulate him, seeing that he comes of a race among whom squeeze is instinctive. The fine inflicted in the case of the ammunition was \$100, which makes the bargain a poor one so far as the offender is concerned, especially as the ammunition was confiscated, while, for attempting to bribe, three months' gaol was the reward. This kind of sentence is surely calculated to break down the worst of the persistent attempts at bringing arms or ammunition into the Colony and attempting to corrupt the police to boot; though we cannot pretend that we shall ever feel completely happy until gaol accompanies the fine in every case of arms-smuggling. This colony has to be protected, before all things, against the indiscriminate possession of arms and ammunition by all and sundry.

Another Coffin.

A week or so ago we complained on behalf of the public that a coffin, from which water was dripping and which emitted a frightful stench, was allowed to be taken through the European business quarter of the Colony in the middle of the morning. One of our readers yesterday afternoon encountered a similar gruesome object—not, it is true, in the business quarter, but in a thoroughfare greatly frequented by European pedestrians and motorists; the Pokfulam Road to wit. By the side of the road lay a native coffin, apparently knocked together haphazard out of picking-case wood, and the smell proceeding from it is described as positively overpowering. The case was not improved by the fact that our informant was accompanied by a lady and a delicate child. Are the Chinese allowed to deposit such objects of interest on a public thoroughfare, just as they please, and to leave them for an indefinite time with absolutely no one responsible? And are they permitted to construct coffins on such a principle that the odour of the dead body can be so easily and unmistakably apparent? Perhaps the Sanitary Board might be able to spare a few minutes for inquiry into this savoury matter.

The New Derby.

There is a certain amount of tragedy in having to describe one of the oldest sporting institutions as "New," and this has been the case with regard to the Blue Riband of the turf, the Derby. There is not a racehorse-owner in any part of the world, belligerent or neutral, that would not give more than one dare estimate to lead back to the weighing enclosure at Epsom a Derby-winner as King Edward did with Minor, or as both our noble and our untitled followers of the sport of kings, have done with other beautiful and historic animals whose names adorn the pages of racing history. When the minds of people are heavy with the weight and worry of war it appears somewhat flippant to talk of sport and the like; but when one refers to our Derby, our Grand National, and our Boat Race, one is touching upon not merely matters of sport, but institutions which are as near and dear to the heart of the true Britisher as any landmark in the nation's past. To have to call the Derby by anything but "the Derby" through no matter what cause, will take very much forgiving by the nation.

DAY BY DAY.

BUT THE JINGLING OF THE GUINEA HELPS THE HURT THAT HONOUR FEELS.—TENNYSON.

The Weather.

Lower level 8 a.m. Temp. 83; overcast.
At the Peak 8 a.m. Temp. 75; fog.

Count the Columns.

Yesterday the *Telegraph* published 34 columns of solid reading matter. To-day there will be 36 published.

The Mails.

Siberian Mail.—Dues per s.s. Sardinia.
English Mail.—Dues per s.s. Sardinia.
Siberian Mail.—Closed per s.s. Yungchow to-day at 3 p.m.

Up to the Minute—Share Market News.

Closing prices:—
Canton Insurance Office, Ltd.—\$365, buyers.
Union Insurance Society of Canton, Ltd.—\$860, buyers.
China Fire.—\$137, buyer.
Hongkong Fire.—\$395, buyers.
Hongkong, C. and M. S. S. Co. Ltd.—22½ sellers.
Shell Transport 92/8.
Rauhe.—\$3.75, x div. buyers.
Hongkong and K. W. and G. Co. Ltd.—\$88½, buyers.
Hongkong Hotels.—Co. Ltd.—\$115, buyers \$108 sales.
Hongkong Tramway Co.—\$5, buyers.
Langkat.—Tls. 40, buyers.
China Sugars.—\$113, buyers.
Luzons.—\$30½, sellers.
Green Islands.—6.90, sales.
China Manilas.—\$4.90, buyers.

The Dollar.

The rate of the dollar on demand to-day is 1s 9½.

To-day's Anniversary.

To-day is the 140th anniversary of the Battle of Bankers Hill.

Opium on the s.s. Pyrrhus.

At the Police Court, this morning, confiscation was ordered in the case of the 280 lbs. of opium found on the s.s. Pyrrhus contained in twenty tins by Sergeant Pincott.

A Shipkeeper's Loss.

The Police have received a report from Sai Wan Ho to the effect that a shopkeeper has had stolen \$14.40 in money, jewellery and an opium pipe valued \$12.50.

Silk Delivery.

The Yokohama Office of the T.K.K. is in receipt of wireless communication to the effect that the silk despatched hence per s.s. "Shinyo Maru" on the 11th May was delivered in New York on the 12th inst.

Robbed While Shopping.

Mrs. Findlay Smith, of the Peak Hotel, had her bag containing about \$13 stolen whilst making purchases in a Japanese curio shop in D'Angular Street yesterday. The bag was laid on the counter for a few seconds and in that short space it was taken.

Ammunition and Bribery.

A Chinese who was in unlawful possession of 100 rounds of ammunition, made matters worse for himself when arrested, by attempting to bribe the lunko who had him in charge, with \$5. At the Police Court, this morning, the defendant was fined \$100 in connection with the ammunition and he was sent to gaol for three months for the attempt to bribe.

Victoria Theatre.

There was a good house at the Victoria Theatre last night, when a fresh programme was presented. Mr. Albert Morrow, who has before performed in Hongkong, gave a clever and amusing little conjuring turn: "The Mystery of the Haunted House," and all the pictures were of an interesting nature. Special mention should be made of "The Doll"—a wonderfully well-arranged and well-acted French film-story in two parts. It is an altogether delightful little drama, which everyone should see.

NOTES ON THE CRISIS.

NEWS FROM GALIPOLI.

Air Raids.

Before we have had time to rejoice over the success of the Allies' air-raid on Karlsruhe, another wire comes, announcing that a Zeppelin has attacked the north-east coast of England, killing fifteen persons and wounding fifteen. We hope things are no worse—by which we mean that such wires occasionally understate the violence or the results of attacks of this description. This was notably the case in the recent Southend raid, during which at least ninety bombs must have been dropped; a figure markedly lower than that given by Reuters. Sometimes the suppression of the true is dangerously like the suggestion of the false. Britishers have been disposed to pride themselves on the courage of their wives and to think God that they are not as other men are where the publication of communications is concerned. Long may they have reason to boast that the Home messages are straightforward and true to the letter. Apropos of Karlsruhe, for once the Germans appear to have made no secret of what happened. The aeroplane fleet, apparently set out from the Nancy neighbourhood; let us hope that the bombs dropped on the arms factory took useful effect.

The Turk's Offensive.

The Dardanelles despatch is quite encouraging, the more so in that it speaks definitely of the weakening of the Turkish offensive. The Turk's inherent fatalism is a big hindrance to be sure; but even he is liable to panic and to despair, as we have seen scores of times during the present campaign. Manifestly, if trenches are to be taken one at a time, the Allies' progress is going to be slow; but previous wires had prepared us for this. The enemy has had everything in his favour so far as ground advantages are concerned, and this fact should help us to realise that every yard gained by the Allies is, in itself, something of a big triumph. Talking of the Turks, a newly arrived wire says that the Breslau was most seriously damaged in the recent Black Sea fight and that some Turkish torpedo boats were sunk.

In Parliament.

The new ministry, with Mr. Asquith at its head, appears to be giving general satisfaction. It may be only our fancy but it seems to us that one respect in which the new broom is clearing up much of the dust unavoidably left behind by the old one is as regards the question of greater frankness. As that is, may, the Coalition has succeeded in getting itself well spoken of by papers of all views, and that in itself is something of a score. Mr. Asquith's speech is of the sort that inspires confidence, and his reiteration of the national policy—that of pursuing the war "at any cost to a victorious issue"—shows that his former memorable statement to the same effect was not uttered in haste. His appeal to every citizen of the Empire to take a hand in the game will not miss its mark, nor will it fail to increase his personal popularity to an extent unknown before. Mr. Dillon's assurances on behalf of the Nationalists have come at a seasonable time; not that there was ever room for doubt as to Irish loyalty except in a few fanatical brains; but all these little things add to the general good feeling and sense of security.

SERIOUS CASE.

Man Alleged to have been held up by Armed Men.

The Police have received a report from Lo Pak-fuk that whilst on his way from Yan Loong to Tai-po, on the 15th inst., he was held up by two men, one holding a revolver up to him. He was told to empty his pockets on the ground or he would be shot. This he did, and the robbers took \$400 in Hongkong ten-cent pieces and they cleared off over the gap in the direction of Tai-po.

CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph."]

HONGKONG GIFTS ACKNOWLEDGED.

(To the Editor of the *Hongkong Telegraph*.)

Government House.

Hongkong.
Dear Sir, I should be very much obliged if you would kindly print the enclosed correspondence in your next issue.

Yours truly,

HELENA MAY.

Hongkong, June 17.
St. George's Hospital for War Refugees,
49, St. George's Road, S. W. London, April 29, 1915.

Dear Madam,—Through the good offices of my sister-in-law, Mrs. C. J. Eyres, this letter is to have the benefit of the contribution of clothes which the Hongkong ladies have so kindly made for the destitute Belgian refugees. I would like to thank very warmly all who have helped in the making of a despatching. They will all be very useful, the helmets will have to go to Belgian soldiers returning to the front, of whom there are a great many.

All presents of clothing are very warmly welcomed, and especially valued now when the supply (not unnaturally after so many months) has greatly diminished, though the demand is still steady, if not so overwhelming as in the first weeks of the German invasion.

It has greatly touched the feelings of the destitute Belgians to know that friends in the most distant parts of the world have thought of their needs and set to work to supply them.

The whole of this Refugees work, in all its branches, you know, grown out of Lady Lugard's little Committee, which had no idea of the huge organisation destined to grow from the small plant. Again thanking you all—I am, yours very gratefully

MARIE EYRES.

94 Marlborough Mansions,
West Hampstead,
8th May, 1915.

Dear Lady May,—I was much delighted to receive your kind letter of April 1 and hear that you and your friends in Hongkong have sent off another box of garments to the Jackanapes Society. All the things you mention will very quickly be put into use except the Balachava caps. These are not needed in the trenches now, but I fear they are sure to be still needed when the cold weather returns, and if we have mercifully ceased to fight by then they will be useful for tubercular cases sleeping in the open air. I have been so much interested by visiting the wounded men in Hampstead Hospital. Private Wakefield, K. O. Y. L. I. who is mentioned in the report I send you, was stationed in Hongkong some little time ago.

He played in the 1st XI at cricket and now at Cedar Lawn Hospital plays on the lawns most keenly. I asked who ran the runs and he replied, "We make those who have legs run for us." There are a sad number with only one leg.—Yours sincerely and gratefully,

H. EDEN.

London, May 9th, 1915.
Dear Lady May,—So many thanks for your kind letter and the different parcels which you have all so kindly sent us. The black things are especially useful for the poor mothers who during this trying winter lost some of their little ones; they feel they must have black and it cuts into their weak money and gets them into debt, so we were glad to be able to help them.

The men's clothes were much appreciated by the Soldiers' and Sailors' Help Society as they deal with the wounded and discharged men. I sent another parcel to Miss Tucker who is dealing with such cases in Shoreditch.

I took some of the long white knitted jackets to the Chest Hospital, of which I am a member of the Ladies' Committee and they are finding them very useful for the women during open air treatment. The Hospital is very good to any of our S.S. F.A. cases. Any things that do not seem quite suitable to be given direct to the women, we send to a Jumble Sale for the benefit of the work done

BOXING.

Articles Between Richards and Box Waiting to be Signed.

At the office of the *Hongkong Telegraph*, articles governing fight for the Lightweight Championship of the Orient are drawn up and waiting for the signature of Sapper Richards and Iron Box. Fifty dollars has been deposited by Richards as a guarantee of good faith, and we are awaiting the decision of Iron Box and his backers as to their intentions. At the moment there is some difficulty over the division of the purse, and, until the parties have come to some definite understanding in regard to this, there is little likelihood of the match being arranged.

This morning Sapper Richards came to this office and asked if there had been any developments, but he had to be informed that there were none. The title is at present held by Richards and he is very keen on proving his claim to it, even against so formidable an opponent as Box. We are also informed that Box is anxious to meet Richards, and, this being the case, it is to be hoped that boxing enthusiasts in the Colony will shortly be given an opportunity of seeing these lads strip for what will certainly be a very tough battle.

It is reported that Box, who was always speedy, has even increased that quality, and, further, he has developed in a surprising manner that which he so sadly lacked in former days—a punch. Richards being a hard-bitter to the contest should prove one of the merriest we have had for long time—that is if it is arranged. The articles can be seen by the supporters of either parties on application.

FOR THE BELGIAN RELIEF FUND.

Next Wednesday's Polo Match.

Under the patronage of H. R. the Governor, H. E. Major General Kelly and Commodore Anstruther R.N., a polo match will be played at Causeway Bay on Wednesday June 23 at 5.30 p.m., weather permitting, in aid of the Belgian Relief Fund. The teams (Ireland against "The Rest") will be:—
Ireland—Major Lawder, Lieut. Wyndham Quin, R. N., Capt. Thomson 18th L.I. and Lieut. Forbes, R.N.
The Rest—Captain Batterall Smith, R.A., Messrs V. Smyth, R.A., David Landale and David.

The Band of the 18th Light Infantry will be in attendance. The price of admission to seats (and tea, provided by the members of the Hongkong Polo Club) will be \$2. Admission to the Ground, for N.C.O.'s and men of His Majesty's forces and the employees of the Naval Yard will be 25 cents.

MOTOR PILOT BOAT FOR HONGKONG.

Messrs. W.S. Bailey & Co. Ltd. have completed, to the order of Captain Philip Going, the well-known pilot, a motor pilot boat of the following dimensions: Length 30 ft., beam moulded 6 ft. 9 in., D.P. moulded 4 ft. 4 in., Extreme Draught 3 ft. 5 in.

The little vessel is ballasted to give stiffness in rough weather, fitted with cabin and sleeping accommodation for owner and crew, and is generally suitable for a protracted stay outside the harbour in bad weather to attend on incoming ships.

The Motor is a 26 Horse Power Kelvin giving a speed on trial of eight knots and the boat has already been some time at work without the slightest hitch.

Captain Going's many friends among shipmasters will be glad of the greater promptness and efficiency which his new enterprise affords them. by the women's branch of the Maurice Hostel. So you see, we find a use for all you and the ladies of Hongkong so kindly send us and Messrs. Shewan-Tome are so kind in repacking the contents of the cases in small parcels so we are able to cope with the things quite easily.—Yours sincerely,
H. LLOYD THOMAS.

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The S.S. "Itola," tons 5,357, Capt. Butler, will be despatched for Singapore on the 19th June.

The S.S. "Japan," tons 6,013, Capt. Seddon, will be despatched for Singapore, Penang and Calcutta on the 19th June.

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DAVID SASSOON & CO., LTD.
Agents.

Hongkong, June 12, 1915.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 17th JUNE.

10.00 p.m. Fatshan. 5.00 p.m. Kinshan.

FRIDAY, 18th JUNE.

8.00 a.m. Heungshan. 8.00 a.m. Honam.
10.00 p.m. Kinshan. 5.00 p.m. Fatshan.

Single Fare by Night Steamer..... \$ 6.00
Return Fare by Night (available also for Return by day Steamer)..... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Taisan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 20th JUNE.

The Company's Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT Co., Ltd. and THE CHINA NAVIGATION Co., Ltd. and THE INDO-CHINA STEAM NAVIGATION Co., Ltd.

CANTON-WUCHOW LINE.

s.s. Sainam, 586 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Hirano Maru Capt. Fraser Katori Maru Capt. E. Kon	T. 16,000 {THUR., 17th June at noon. T. 20,000 {THURS., 1st July, at noon.
VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	Tamba Maru Capt. Nagasuye Yokohama Maru Capt. Komatsubara	T. 12,500 {TUES., 29th June, at 4 p.m. T. 12,500 {THURS., 8th July at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda Hitachi Maru Capt. Tominaga	T. 9,600 {FRI., 16th July at 4 p.m. T. 12,500 {TUES., 17th Aug. at 11 a.m.
CALCUTTA via Singapore, Penang & Rangoon	Sanuki Maru Capt. Tsuda	T. 12,500 {SATURDAY, 28th June.
BOMBAY via Singapore, Malacca and Colombo	Kirin Maru Capt. Sasaki	T. 8,000 {MONDAY, 21st June.
KOBE & Yokohama	Colombo Maru Capt. Sakamoto	T. 8,000 {MONDAY, 15th July.
SHANGHAI, Moji & Kobe	Bombay Maru Capt. Ohta	T. 8,000 {FRIDAY, 25th June.
NAGASAKI, Kobe & Yokohama	Hitachi Maru Capt. Tominaga	T. 13,500 {FRIDAY, 16th July at 10 a.m.
SHANGHAI, Kobe and Yokohama	Mishima Maru Capt. Wada	T. 16,000 {TUES., 29th June at 10 a.m.

† Omitting Keelung.

§ Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Hirano Maru	16,000 tons	Thursday 17th June
Katori "	20,000 "	" 1st July
Kamo "	16,000 "	" 15th July
Kashima "	20,000 "	" 29th July

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Tamba Maru	12,500 tons	Tuesday 29th June
Yokohama "	12,500 "	Thursday 8th July
Sado "	12,500 "	Tuesday 27th July
Awa "	12,500 "	Tuesday 10th August

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
NEWCHWANG	Kalgan	19th June at 4 p.m.
SHANGHAI	Chenan	20th June at 4 p.m.
HAIPHONG	Kaifong	21st June at 11 a.m.
MANILA, CEBU & ILOILO	Chinhua	22nd June at 4 p.m.
SHANGHAI	Anhui	22nd June at 4 p.m.
MANILA, CEBU & ILOILO	Taming	29th June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong 17th June, 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

From	Expected on or about	To	Will leave on or about
Tikini	...	JAVA	17th June
Tikini	14th June	SHAI	2nd half June
Tikini	24th June	JAVA	25th June
Tikini	2nd July	JAVA	3rd July

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Tenyo Maru	22,000 - 21 knots	Tuesday, 29th June, at noon.
Chiyo Maru	22,000 - 21 knots	Tuesday, 24th Aug. at noon.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£60.
" " San Francisco £45. " " £36.10.
" " " £28.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, OATLAC, TQUIQUE and VALPARAISO. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Kiyo Maru 17,200 - 15 knots Saturday, 10th July.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	24th June	22nd June at 11 a.m.
Empire	17th July	17th July "
Eastern	15th July	19th Aug. "
Aidenham	2nd Aug.	23rd Aug. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers and Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haimun	A. H. Stewart	THURS., 17th June at 12 noon.
Haitan	J. W. Evans	FRI., 18th June at 2.30 p.m.
Haijing	W. O. Passmore	TUES., 22nd June at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas LaPrall & Co.,
General Managers.

LOG BOOK.

Chesfo Breakwater.
The tender from the Netherlands Harbour Works Company has been accepted for the construction of the Chesfo Breakwater. The present scheme differs in many respects, says the North-China Daily News from the one recommended in 1910. The works will now consist of an eastern breakwater, off Tower Hill; a western mole with a quay-wall on the northern part of it, and dredging within the shelter formed by the breakwater and the mole. The breakwater will consist of a foundation of rubble stone, on which will be built a wall of masonry with a caisson of reinforced concrete, filled with concrete at each end. Before the rubble stone is dumped, a channel will be dredged to a depth of 30ft. below Chesfo Zero to receive the stone. The mole consists of a mound of sand covered with clay, brushwood and stones surmounted by a parapet of masonry. In addition to the breakwater and the quay-wall, a jetty will be built connecting the breakwater with the hinterland, the importance of which is pretty obvious. It runs right to the shore, and will have direct communication with a proposed future railway running to Weishien, which in turn will connect with Tsienanfu and Tsingiao. Although not provided for in the contract, it is almost certain that piers will be erected along the jetty, the idea being to provide additional accommodation for steamers. Commenting on the present scheme, the engineer says that in recent years many schemes have been proposed to improve Chesfo harbour, all with a view to forming a shelter. The present scheme completes, to a certain extent, the idea given in the scheme of the Works Department of the Maritime Customs in 1910. The shelter under the present contract is formed by the eastern breakwater and the western mole about on the same place as provided for in the 1910 scheme. The mole will have a broken form, constituting a western and a northern part, and there will be an entrance between the breakwater and the mole and at the south-east between the breakwater and the Tower Hill. The former entrance will be used for steamers entering harbour, while the other will be used by junks and in the event of the northern entrance becoming, from any cause, blocked. To connect the breakwater with the shore at this point would raise the cost of the work rather considerably and would have no commercial use at present, but if found necessary, the connection can be formed at any time. With regard to the depth of water, the vicinity between the jetty and the breakwater will be dredged to a depth of 20ft. Chesfo Zero, which is about 21ft. below low water, and about 30ft. below high water. Near the breakwater itself, dredging will be done to a depth of 25ft. O.Z., providing for 20ft. at low water. The idea of this is to make it possible for ocean-going steamers to get alongside at half tide and, if necessary, to depart under the same conditions. The Customs authorities will erect three light-houses, one at each end of the breakwater and one at the end of mole, a sum of Hk. Tls. 7,000 having been included in the contract for this purpose. The breakwater will be about 2,000ft. long; the jetty will be 8,000ft. (including the northern part which itself will be about 1,200ft. long) and the quay wall will extend for 600ft. The whole work is expected to occupy about four years. The price of the contract reaches close upon \$4,000,000.

Asiatic Fleet Admiral.
Washington, Secretary Daniels announced to-day the selection of Rear Admiral Albert G. Winterhalter to command the Asiatic fleet of the United States Navy. He will succeed Admiral Walter O. Cowley, who will retire from active service under the age limit on July 11.

Oysters, Fresh, Fried or Stewed
Findon, Haddock, Kippers, &c.
ALEXANDRA CAFF

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
SHANGHAI	Kwongsang	Fri., 18th June at d'light
MANILA	Loongsang	Sat., 19th June at 3 p.m.
HOIHOW & Haiphong	Loksang	Sun., 20th June at 7 a.m.
SHANGHAI	Hangsang	Thur., 24th June at d'light
SINGAPORE & Penang	Hopsang	Thur., 24th June at 3 p.m.
YHAMA, Kobe & Moji	Yatsing	Fri., 25th June at d'light
MANILA	Yuensang	Sat., 26th June at 3 p.m.
SHAL, Moji & Kobe	Fooksang	Thur., 1st July at d'light
SANDAKAN	Hinsang	Fri., 2nd July at d'light

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 18 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.
‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.
For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LTD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	Monmouthshire	End of June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND PORTLAND.

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JARDINE, MATHESON & CO., LD.

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

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JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents. 14

THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"
Pumps empty Dock in 2-3/4 hours.

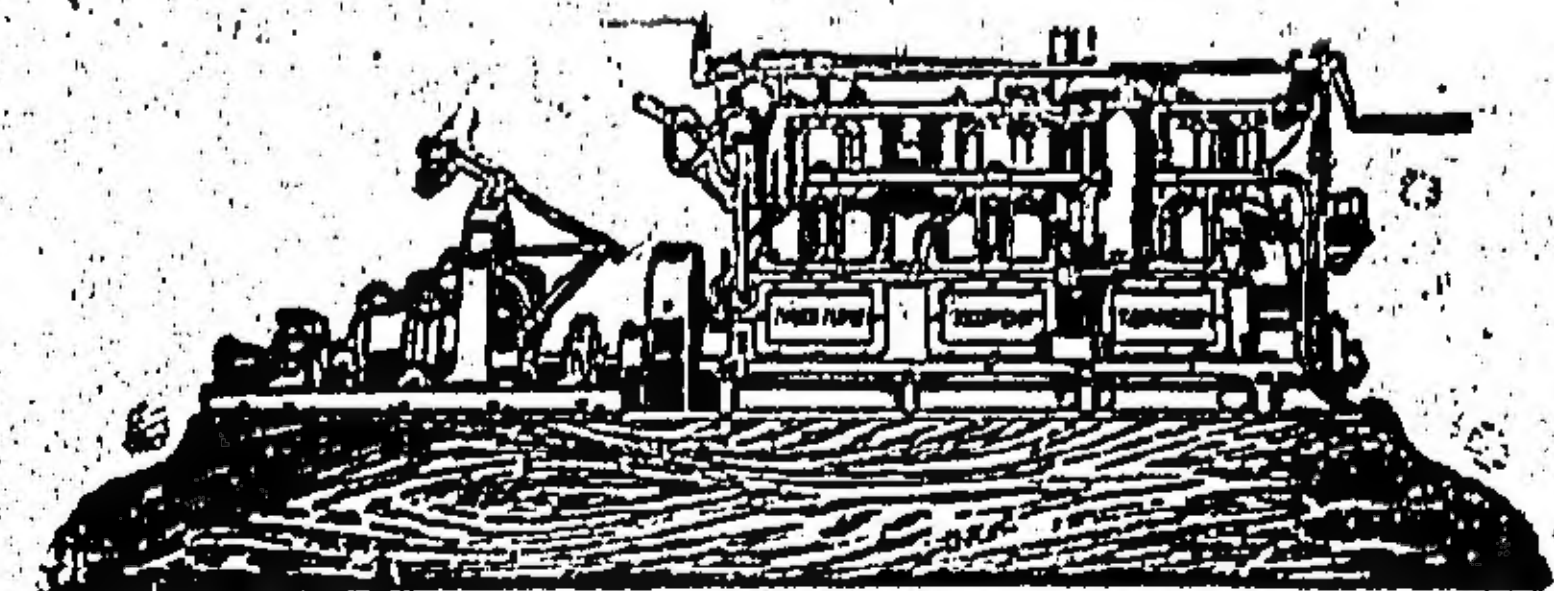
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 H. P.
As supplied to the British Admiralty & War Office.



O.6. type Motor and Reserve Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office,
BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS,
Telegraphic Address: "TAIKOO DOCK"
TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'les, L'don via S'pore etc.	Hirano M.	N. Y. K.	17, June
London via Usual Ports of Call	Malta	P. & O.	19, June
London	Monshire	J. M. Co.	19, June
London & Liverpool	Netherby Hall	B. L. L.	24, June
L'don, S'pore, via P'ang, S'ho, & C. Karmala		P. & O.	7, July

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan & C.	Manchuria	P. M. Co.	22, June
Delagoa Bay, D'ban, E. L'don & C.	Kathiawar	B. L. L.	23, June
New York via Panama	Walton Hall	B. L. L.	8, July
South A'ca Ports expect Man'lo	Kiyo M.	T. K. K.	10, July
San F'co via M'la & Japan & C.	Nippon M.	T. K. K.	13, July
San F'co via S'hai & Japan & C.	Mongolia	P. M. Co.	20, July
New York via Suez Canal	Saint Ronald	D. & C.	E. in July
San F'co via S'hai & Japan & C.	Persia	P. M. Co.	3, Aug.

AUSTRALIA.

Australian Ports	Changsha	B. & S.	21, June
Australian Ports	St. Albans	G. L. Co.	22, June

SINGAPORE, COAST PORTS AND JAPAN.

Swatow, Amoy & Foochow	Haitan	D. L. Co.	18, June
Manila	Loongsang	J. M. Co.	19, June
Shanghai, Y'hama, Kobe & Moji	Itola	D. S. Co.	20, June
Singapore, Penang & Calcutta	Japan	D. S. Co.	20, June
Swatow, Amoy & Foochow	Haiching	D. L. Co.	22, June
Singapore, Mauritius & South			
African Ports	Salamis	B. L. L.	25, June
S'hai, Moji, Kobe and Yokohama	Kashgar	P. & O.	25, June
Shanghai, Moji & Kobe	Bombay M.	N. Y. K.	25, June
Shanghai	Tijuanas	J.C.J. L.	Q. desp.
Shanghai	Tijtaroom	J.C.J. L.	Q. desp.
Shanghai	Tjikembang	J.C.J. L.	Q. desp.
Japan	Tijlatap	J.C.J. L.	Q. desp.
Shanghai	Tijmanook	J.C.J. L.	Q. desp.
Shanghai	Tijbodas	J.C.J. L.	Q. desp.

TO SAIL

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK
VIA SUEZ.

THE Steamship

For Freight etc. apply to

THE BANK LINE LIMITED.

General Agents.

Hongkong, 29th May, 1915.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHAWAN TOMES & CO.,

General Agents.

MOVEMENTS OF
STEAMERS.

CANADIAN MAIL.

The C. P. R. s.s. MONTEAGLE 1,330
miles from Yokohama, the 14th June, at
midnight, due to arrive Yokohama the
19th June, p.m. leaves Yokohama the 20th
June, p.m.

ENGLISH MAIL.

The P. & O. s.s. SARDINIA left Singa-
pore for this Port on the 13th inst.,
morning with the outward English Mails,
and is due here on the 18th inst., about
6 a.m.

AMERICAN MAIL.

The P. M. s.s. M. CHURIA will be
despatched from this Port on Wednes-
day June 23, at 1 p.m. for San Francisco,
via Shanghai, Nagasaki, Kobe, Yokohama,
Shimizu, Yokohama and Honolulu.

MERCHANT STEAMERS.

The S. L. s.s. MERIONETHSHIRE from
London is due at Hongkong on the 25th
June.
The S. L. s.s. RADNORSHIRE from
London is due at Hongkong on the 12th
July.

The I. L. s.s. INDRASANUTA from
Vladivostok for Shanghai is due at
Hongkong on July, leaves for New York.

VESSELS IN PORT.

Steamers.

Brisbane, Br. s.s. 715, J. Salinas, 30th May	—Oebu, 25th May—Ballast—O	Clark
Providence, Norw. s.s. 693, M. G. Steen	—Slat May—Sydney, 8th May, Ballast—T. & Co.	
Unkal Maru, Jap. s.s. 1,983, G. Kamasaki	—1st inst.—Wakamatsu, 25th ulto.	Coal—M.E.K.
Robert Dollar, Am. s.s. R. L. Morton, 6th	inst.—Manila, Gen.—D. Co.	
Chungking, Br. s.s. 1,311, Ross Lewis, 6th	inst.—Swatow, 5th inst. Rice—B. & S.	
Tijuanas, Br. s.s. 5,000, A. de Lange, 6th	inst.—Java, Sugar—J.C.J. L.	
Anamba, Br. s.s. 1,159, H. E. Hill, 7th inst.	—Manila, 2nd inst. Ballast—A. P. & Co.	
Mitsui Maru, Jap. s.s. 2,703, P. Nakamura	—8th inst.—Penang, 5th ulto.	Gen.—D. & Co.
Ranella, Br. s.s. 3,495, J. T. Walsh, 3rd inst.	—Newchwang, 1st inst. Ballast—A. P. & Co.	
Annan, Norw. s.s. 1,017, T. Odine, 8th inst.	—Bangkok, 1st inst. Gen.—T. & Co.	
Luchow, Br. s.s. 1,238, D. R. Davies, 10th	inst.—Shanghai, General—B. & S.	
Hopsang, Br. s.s. 1,359, C. A. Robertson,	11th inst.—Bangkok, 4th inst. inst.	Rice—J. M. & Co.
Taihai Maru, Jap. s.s. 2,135, J. Horuchi,	13th inst.—Dairen, Coal—M. Co.	
Taiwan Maru, Jap. s.s. 1,145, 13th inst.	—Tauroon, 10th inst. Gen.—D. & Co.	
Fukura Maru, Jap. s.s. 1,929, T. Okagaki,	13th inst.—Moji, 7th inst. Coal—M.B.G.K.	
Yingchow, Br. s.s. 1,221, Jones, 13th inst.	—Shanghai, 9th inst. General—B. & S.	
Nishio Maru, Jap. s.s. Y. Nakano, 14th	inst.—Bangkok, 5th inst. Rice—Chinese.	
Footes, Chinese s.s. 859, B. Miyaura, 14th	inst.—Wol-hai-wel, 7th inst. inst.	Gen.—Chinese.
Fooshing, Br. s.s. 1,143, J. M. Hay, 14th	inst.—Hongay, 11th inst. Coal—J. M. & Co.	
Itola, Br. s.s. 3,401, R. S. B. Butler, 15th	inst.—Singapore, 9th inst. Gen.—D. S. & Co.	
Childar, Norw. s.s. N. Hjorth, 15th inst.	—Bangkok, Rice—T. & Co.	
Hirano Maru, Jap. s.s. 4,334, H. W. Aser,	16th inst.—Shanghai, 13th inst.	Gen.—N.Y.K.
Loongwang, Br. s.s. 1,292, G. G. Leask, 15th	inst.—Manila, 12th inst. General	J. M. & Co.
Changsha, Br. s.s. 1,453, F. O. Gambrell,	16th inst.—Melbourne, General—B. & S.	

TO SAIL.

THE INDRA LINE Ltd.

For Boston & New York,
via Suez.

For Freight, Passage and
Further Particulars, apply to—
**JARDINE, MATHESON
& CO., LTD.**
Agents.

Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 23rd February, 1915.

TO SAIL

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.

s.s. "MINNESOTA." (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680
Feet. Beam 73½ Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong about end of June

For SEATTLE via MANILA, NAGASAKI, INLAND SEA,
Kobe & YOKOHAMA.

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No. 2 Dock, Kowloon	125	20' 6" top, 18' 6" bottom	30'	18' 6"	18' 6"
No. 3 Dock, Kowloon	125	20' 6" top, 18' 6" bottom	30'	18' 6"	18' 6"
No. 4 Dock, Kowloon	125	20' 6" top, 18' 6" bottom	30'	18' 6"	18' 6"
SAI KONG					
Commercial Dock	40'	18'	30'	18' 6"	18' 6"
ABERDEEN					
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THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, THURSDAY, JUNE 17, 1915.

THE LUSITANIA.

(Continued from page 5.)

Some light is, perhaps, thrown on this incident by the statement that after the ship had tilted over to a sharp angle she remained for a time in that position, and, bearing in mind all that had been said and written about the Lusitania's watertight compartments and "double skin," some of the passengers thought she was really unsinkable. These points, and others of which rumour whispers, will no doubt be elucidated in good time.

Condition of the Lifeboats.

Dr. C. E. Foss, of Montana, one of the survivors, described the sound of the explosion as "a loud, voluminous boom." The ship heeled over rapidly, and it was difficult to get upon deck against the "falling" of the ship. One curious result of the shock, he noticed, was that the foremost of the four funnels leaved sideways. He obtained a lifebelt and jumped overboard on the port side. He fell near a propeller, which was still revolving, though at a diminishing speed. Just above it, smashed against the side of the ship, was a boat still hanging by ropes from the davits, and to this boat a man was clinging.

The ship was lurching forward, receding, and plunging forward again. Women and children were jumping overboard from the port side, which was high above the water. He swam to one woman who was clasping a child and held them up until a boat which had been lowered drifted near to them. The occupants of the boat lifted in first the child and then the mother.

Fearing to be dragged down by the suction of the sinking ship, he swam to another boat about 80 or 100 yards away. The boat, he found, was full of women. It was leaking badly, and he urged the women to bail out the water. They had, however, no means of bailing except by using their hands, and before long the boat capsized, flinging the women into the water. Most of them managed to grasp the upturned boat, but, as they were nearly all on one side of it, their weight turned it completely over again. They tried to clamber back into it, only to capsize it once more. It was not until the boat had "revolved" half a dozen times that those who were left were able to steady it and climb into it.

There were still two of the women in the water. An oar was floating near and this he seized by the middle. With difficulty he managed to push it within the reach of the two women, and with one holding each end he propelled the oar for some yards to a "canvas raft" on which were several men. They were dragged upon the raft, and he spent 40 minutes in reviving by artificial respiration one of the women, who was unconscious. Not long afterwards the Indian Empire, a small steamboat, picked them up.

Excitement Among the Crew.

The Lusitania went down with several of her lifeboats still hanging from the davits, loosened but not detached and many passengers went down with the ship. When the list was so great that the starboard deck was almost awash, the ship appeared to remain in that position for some time, and this led many to think that she would keep afloat. Dr. Foss continued:—

There was no panic. I noticed more excitement among the crew than among the passengers. The crew were running round half-dazed instead of seeing to the boats. In fact, most of the boats that were lowered were released by male passengers with the help of some of the crew.

Asked whether boat drill was practised during the voyage, Dr. Foss said he heard that there was a drill at half past 5 on Thursday morning. The boats were uncovered and swung out, and left in that position, but some of them had been badly calked and the seams were starting.

Except for two British ships just outside New York Harbour, no warships were seen at any time. He had, however, been told by some of the fellow-passengers on Friday morning that the officers had received a number of wireless messages during the morning.

Passengers' Struggles in the Water.

Mr. Franklin, of Birmingham, said he was on board with his wife, two boys, and a little girl. He put his family into a boat, and then got a lifebelt for himself. The boat capsized. He managed to get hold of two of the children, but when the ship sank they were under and the children were wrenched from his grasp. He came up alone. Francis, one of the boys, about eight or nine years old, clung to the overturned boat until he was rescued.

Mr. Isaac Lehmann, of New York, said:—

I was in the smoking-room with a friend when I heard a shot fired. There was only one torpedo. It struck in the neighbourhood of the engine-room. I ran out to the boats. While an attempt was being made to lower one of the boats the ropes snapped and 30 people were thrown into the water. I ran to my cabin, got my revolver and a lifebelt, came back to a second boat which had been loaded. I shouted, "For God's sake, launch the boat." A man replied, "The captain's orders are not to launch the boat." I promptly drew my revolver and said, "I'll shoot the first man who does not launch that boat."

The boat was launched with about 60 people in it. They got away all right but the Lusitania lurched and the boat came back and struck the side, about 20 people being killed or injured. At the same moment I heard an explosion in the forepart of the ship, and two minutes later the ship went down.

I was thrown clear of the wreckage, but went under twice. Then my lifebelt brought me up, and by placing two oars under my arms I kept myself afloat for about four hours and a half, when I was rescued. Some of us knew of the threats against the vessel before we left New York, but they had no effect at all upon us. We did not regard them as serious.

Mr. Isaac Jackson, of Paterson, New Jersey, said the sound of the explosion—he heard only one—was a grinding, grinding sound rather than a sharp report, and it shook the ship under his feet. During the morning the boats had all been swung out ready for lowering, and owing to the heavy list it was impossible to get those on the port side in a position for lowering. Men of the crew and passengers stood in the collapsible boats underneath and tried to push the lifeboats out over the side, but they were too heavy, so they gave it up and climbed into the boats to await events. Mr. Jackson continued:—

An officer at once ordered us out of them, shouting to us that there was no danger. So we got out and stood talking and waiting until the ship went down. I think that as she had ceased to heel over beyond a certain point the officers thought she would keep afloat. She sank quite suddenly.

Those who were standing on deck tried to hold together, but when we were in the water I had to break away from a man who was dragging me down by the wrist. I was poked up by a lifeboat which was so crowded that the oars could not be used.

The passengers were wonderfully calm, women as well as men. There was very little screaming

until the last cry as the ship sank. She was struck about 10 minutes after 2 o'clock and all the survivors with watches tell me that their watches stopped at half-past 2.

Scenes At Queenstown.

Queenstown, May 9. Queenstown to-day is a town of the dead and dying, the maimed, the sick—and the sorrowing. The hotels are hospitals and the town hall and other buildings are mortuaries. The arrival of survivors has ceased, and most of the passengers and crew of the Lusitania, who escaped with little or no injury have departed, but everywhere evidence of the disaster is to be seen, and the brilliant sunshine has only heightened the feeling of gloom. Every now and then there has passed through the main street a mournful little procession of men bearing stretchers on which, covered by a flag—I saw several on which the flag was the Stars and Stripes—were the bodies of the latest victims of submarine attack. As they passed along the street all hats were reverently raised and soldiers and sailors who were among the crowds standing stillly erect gave the salute. Round the many mortuaries passed anxious relatives on their mournful quest.

A visit to the mortuaries has brought home more thoroughly than anything before the frightful reality of war as it is waged by the Germans. The chief of the three resting-places of the dead is the market-hall, a small, bare chamber emptied of its everyday furniture, and filled with as many victims of the nameless submarine as it can hold. Men and women have been passing down the files of dead all day long seeking relatives and friends who, they feared, were among the missing. Edman emotion has at times almost reached breaking-point. The dead lay as they were found, in the clothing in which they were taken from the water. Their faces still bore the expression with which each one of these cruelly slain men, women, and children had met death. For there were several children in the chamber of death.

Men broke down, when they looked upon a young mother lying there with her dead baby, perhaps 18 months old, folded in her protecting arms. Near by were two baby twins. I am told, too, of a sailor who was found with the body of a little child strapped on his shoulders. Two children, who went down together with their arms round each other, were still folded firmly together when their bodies were recovered. The awful horror of these sights. Some of the dead faces wore expressions of terror at their swift doom; others were calm and beautiful. There have been heart-rending recognitions, and there have been steps that sadly turned away to come again on the morrow.

And, with all the solemn panoply of death, there is nothing to suggest to the mind of the reverent observer that this spectacle had even a remote connection with civilised warfare. There are no weapons with the bodies, although some are badly scarred, and nothing to ward off a shameful blow. These poor souls were unarmed and helpless when they went to their death. So it is that Queenstown is seething with the fury of men who ask themselves what they can do to make the Germans answerable for this appalling crime.

Many Child Victims.

Three stewards on the ship with whom I talked to-day were quite overcome by the thought of the young girls and little children who are numbered among the victims. "We had an exceptionally large number of them," one said. "I did not see many of them on my deck after the torpedo struck us, and though I am not certain, I believe the majority were lost." While the loss of life has been tremendous, it might easily have been

far heavier, for the situation when the Lusitania was torpedoed was really as bad as it could be.

I am told on good authority that the first torpedo—for Captain Turner is convinced that two torpedoes struck the ship—entered the forward stokehold and broke the main steam-pipe. This completely paralysed the engines, and it was found to be quite impossible to reverse them. The ship was travelling at a considerable speed at that time, and though the engines were stopped, in the absence of the power to reverse them it was impossible to stop the ship. She made considerable headway for at least 10 minutes, and while she was moving forward the boats could not be lowered. When they reached the water the speed of the vessel was bound to cause the boats to capsize, as two which were let down aresaid to have done. Thirty boats had been swung out during the morning in preparation for any emergency, but as they could not be lowered immediately a number on the port side, owing to the heavy list, were never launched at all; when those on the other side could be lowered only a few minutes were left before the ship sank. This interval before the launching of the boats doubtless led to the belief on board that all was well and that there was no immediate danger.

Grief and Fury in Liverpool.

Liverpool, May 9. Liverpool is profoundly moved over the sinking of the Lusitania. There are reasons why the calamity should be felt more keenly here than anywhere else. Liverpool regarded the magnificent ship as its own special possession one of the glories of its great ports and there was no spectacle to which parents were more fond of bringing their children to see than that of "Lucy," as she was affectionately called, coming in or going out of the Mersey. To add to the sense of personal loss, the captain and nearly every man of the crew belonged to Liverpool.

Most of the survivors of the crew came home this morning. They were expected at 5 o'clock, and even at that early hour there was a big crowd at Lime-street Station to meet them. They were the same people whom I had seen last night waiting and weeping before the windows of the Cunard offices, in which were shown the names of rescued passengers and crew as they were telegraphed from Queenstown. For the most part they were women and girls, the mothers, wives, sisters and sweethearts of the crew. With grey shawls wrapped round their heads they kept vigil through the night, and hungrily scanned each fresh bulletin. Now and then a piercing cry was heard, "He's saved," and three or four women would rush away frantically exclaiming "Saved! Saved! Saved!" as if hastening to spread the good news in their neighbourhood.

Joy and Grief.

The scenes at Lime-street Station were more poignant still. Shortly after 6 o'clock the train came in with over 200 of the crew. There were a few petty officers; the others consisted of engineers, stewards, firemen, seamen, trimmers, watchmen, waiters, and messenger boys, who made up the miscellaneous staff of the big liner. Some had bandages round their heads, some were limping, and a few, more seriously injured, had to be carried away in motor-cabs. They all came in such clothes as they happened to have on when their ship was taken under attack, but what was most curious was the contrast between their stoical unconcern and the anxious, tear-stained faces of the throng of women and girls by whom they were immediately surrounded.

I saw one elderly woman, with her shawl hanging from her

shoulders and her grey hair in disarray, advancing slowly through the crowd calling out, "Is Den Daly among ye? Den Daly the fireman?" She was a mother seeking distractedly for her son. Clutching by the arm each member of the crew she encountered, she would moaningly ask whether he did not know Den Daly the fireman, but none of them knew him. At last she came upon a fireman who did know, and I heard the decisive answer which shattered her hopes. "Den is gone, madam. He was down below at the time." Throwing up her hands with a gesture of despair, the mother turned aside to lean over a packing case for support while she wept and wailed in sorrow.

The feeling here is composed of fury and grief. Moving among the crowds before the Cunard offices and at Lime-street Station I heard men say to each other, with set teeth and grim faces, "These accursed Germans." The expression indicates the loathing that is felt for a foe at whose deeds civilisation stands aghast. But something more is wanted, and what that is is best described in a sentence from an appeal which Lord Derby issued yesterday. "This country," he says, "calls no longer for men to fight an honourable foe. It calls for men to hunt down and crush once and for all a race of cold-blooded murderers."

The Union Jack on the City Hall floats at half-mast out of respect for the dead, but the flag floats mast-high in the national spirit of the people.

German-Owned Shops Wrecked.

The intensity of feeling aroused in Liverpool has resulted in a number of shops owned by Germans being wrecked. The windows of the shops were broken and the contents thrown about the streets.

In the neighbourhood of Everton so threatening was the attitude of the crowds that a posse of police about 50 strong had to be called upon and they made about 20 arrests. The angry rioters thereupon jeered the police in an endeavour to rescue their comrades, and the police had to use their batons to quell the disturbance.

The Scene Twenty-four Hours After.

We have received by wireless from a passenger in the Missambie the following description of what he saw when the vessel passed over the scene of the sinking of the Lusitania 24 hours after it occurred:—

Saturday, 1.30, at lunch. A swerve. A suspicion. On deck. See floating deck chairs. A boat. I read "Liverpool." Swerve. Rear wash of our bows swings her round. "Lusitania."

My God, it has happened! I realise that we are on the scene of a great tragedy. Lifeboats. On with a pair of boots and a hat within. Collapsible boats. Some with sides not up. An oar. Whale-boats, keel upwards. A body with lifebelt slipping off at neck. Dead? Yes. Anyhow, Captain Evans has 1,000 lives here to get into safety. Up goes our speed. A dashing zig-zag course. Now a bald head bobs up not 20ft. away, ghastly in the sunbath. The water is almost motionless. The silence. The shrieking of that silence. The impressiveness of it all, coupled with a dawning of our own danger, brought a wonderful calm to all. Our women were fine, silent, and with full sympathy which overrode fear. We can do naught but race on. But by 6 at night our own risk is over. Captain Evans's calm and dignity when I interviewed him in his cabin were fine, yet no man could live his previous 24 hours unmoved, and his thoughts must have flown to his own boy in the trenches.—Times.

LANDLORD SUES TENANT.

Was the Writ for Damages Premature.

This afternoon in the Summary Court, before Mr. Justice Hazeland, H. Mace, 98D, Wanchai Road, engineer, sued A. C. Bower, storehouse man, No. 7, "B" Block, Married Quarters, Queen's Road East, to recover the sum of \$73.41 made up as follows:—rent for the month of May for one half of 98D, Wanchai Road \$35; one half the cost of light during April \$1.45; one half of the excess water rate \$30.75; one half cost of light during May \$1.21; one month's rent as damages for vacating the said premises without giving notice to the plaintiff \$35.00.

Mr. Dixon, of Messrs. Wilkinson and Grist, appeared for the plaintiff, and Mr. J. H. Gardiner for the defence.

Mr. Dixon said that the only amount in dispute between the parties was the sum of \$35 the last item on the writ. All the rest had been paid into court since the action commenced.

Mr. Gardiner took a preliminary objection which would dispose of the case. His Lordship would see from the endorsement on the writ that a month's rent was damages for vacating the premises without giving notice to the plaintiff. His submission was that the rent for the month of June was not due until midnight, June 30 or July 1; therefore the writ so far as the writ was concerned was premature.

His Lordship:—When did he vacate?

Mr. Gardiner:—The vacation does not matter at all. Continuing he said, it was a new proposition to him that the landlord could sue for rent, even if the premises he vacated before that time. Supposing his client wanted to return to the premises before the end of June, he could do so. The only question was whether the landlord could sue for rent.

Mr. Dixon:—I am not suing for rent. The defendant went out of the house on May 30 and wrote my client a letter saying my tenancy terminates on the evening of the 31st and I shall not admit any liability. We issue a writ for damages, not for rent in lieu of notice. He has terminated the tenancy and has told us he is not coming back to the house.

His Lordship:—You must either give a month's notice or pay a month's rent.

Mr. Gardiner:—But the month's rent is not due until the end of June.

Mr. Dixon pointed out that if the defendant went away before the end of June, the plaintiff, if Mr. Gardiner's contention were correct, would not be able to issue the writ until the beginning of July.

His Lordship preserved judgment.

[Dragon Boat Festival.

The annual Dragon Boat Festival took place to-day at Aberdeen. Large crowds of people, including many Europeans, watched the festivities.

TO-DAY'S ADVERTISEMENT.

FOR SAN FRANCISCO.

The Steamship

"SAIKAI MARU"

The above steamer will be despatched for San Francisco direct on or about the 1st July. For freight and particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Hongkong, 17th June, 1915.

CHINESE JUSTICE.

The Crown Solicitor and Extradition Cases.

At the Police Court, this afternoon, Mr. F. M. Hodgson (Crown Solicitor), made an application for the extradition to China of Leung Chan-cheung, alias Leung Ah-yau, accused of the commission of crimes of murder and robbery, at places within the jurisdiction of China. The application is at the request of Li Kwok-kwan, the Civil Governor of Kwong Tung.

Leung Ho, a farmer at Kan Shan Hang village, Hoi Ping district was awakened about one o'clock on the morning of March 27, by the sound of robbers breaking open the door of the house next to his. He got up and ran out of the village for safety. His neighbour followed him and as they were passing through the gate at the West end of the village, he saw the prisoner running after them with a revolver in his hand. He saw the prisoner fire the revolver several times, and he fired at them. He heard his neighbour shout out "Ai Yeh," he looked back and saw his neighbour fall to the ground. Witness saw the prisoner fire two shots at Leung Chenk (his neighbour) after he fell. Witness concealed himself behind some bushes for about an hour, when he came out and found the robbers had gone. He then saw the dead body of his neighbour lying a short distance from where he was shot. Witness had known the prisoner "since he was born"—they were clansmen.

Later in the case his Worship asked if more evidence could not be produced.

The Crown Solicitor said he certainly did think so, but in these cases he was in the hands of Chinese Officials and they should supply it. He understood there was some difficulty in getting witnesses to come down from the villages because the journey was one of four days each way. His Worship asked if an Elder of the village could not be found to give evidence.

The Crown Solicitor said he was merely carrying out what the Chinese Officials asked on the information sent down—the Court was not trying the case here and it was not the duty of the officials here to try it. In cases of this kind, there was no doubt—he had inquired very carefully into the conduct of Extradition cases in Canton—they were very carefully gone into. He did not know if he was aware that when people were extradited the case was investigated by the Chinese authorities very thoroughly before conviction.

His Worship said he very well believed that.

The hearing was adjourned.

VOLUNTEER-SPECIAL NOTICE.

The day and the night guard at the Volunteer Headquarters is discontinued from to-day at noon.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The P. M. S. *PERIA* arrived at San Francisco on the 14th inst.
The I. C. S. N. *YATSHING* from Calcutta is due at Hongkong on the 21st June.
The I. C. S. N. *FOOKSANG* from Calcutta is due at Hongkong on the 26th June.
The I. C. S. N. *WINGSANG* from Calcutta is due at Hongkong on the 26th June.
The I. C. S. N. *HANSHANG* from Shanghai is due at Hongkong on the 21st June.
The I. C. S. N. *HINSANG* from Sandakan is due at Hongkong about the 20th June.
The S. S. *MERIONETHSHIRE* from London is due at Hongkong on the 26th June.
The S. S. *RADNORSHIRE* from London is due at Hongkong on the 19th July.
The I. L. *INDRASANTANA* from Vladivostok for Shanghai is due at Hongkong and July, leaves for New York.

PUBLIC AUCTION.

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Situate at Caine Road, Victoria,
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TUESDAY,
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LOT No. 1 consists of—All
that piece or parcel of ground
registered in the Land Office as
Section A of Inland Lot No. 1405
together with the message and
premises thereon known as
No. 40 Caine Road.

LOT No. 2 consists of—All
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The Remaining Portion of Inland
Lot No. 1405 together with the
message and premises thereon
known as No. 42 Caine Road.

The said premises are held for
the term of 999 years from the
30th day of March, 1897 created
therein by the Crown Lease of
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1898 Subject to the payment of
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servance and performance of the
Lessee's covenants therein re-
served and contained.

For further particulars and
conditions of Sale, apply to—
EWENS & NEEDHAM,
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Mr. GEO. P. LAMMERT,
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Duddell Street.

Hongkong, 8th June, 1915.

CONSIGNEES

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Steamship

"ITOLA,"
having arrived from the above
ports, consignees of cargo are
hereby informed that their goods
will be delivered from alongside.
Cargo impeding the discharge
of the vessel will be landed at
once, at consignees' risk and ex-
pense.

Cargo remaining on board at
noon, after the 17th instant, will
be landed at consignees' risk and
expense.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed by the undersigned.
DAVID SASSOON & CO., LTD.
Agents,
Hongkong, 15th June, 1915.

NOTICE TO CONSIGNEES.
From SHANGHAI, KOBE
& MOJI.

THE Steamship

"JAPAN,"
having arrived from the above
ports, consignees of cargo are
hereby informed that their goods
will be delivered from alongside.
Cargo impeding the discharge
will be landed at consignees' risk
and expense into the hazardous
and/or extra hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Company
Limited.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed by the undersigned.
DAVID SASSOON & CO., LTD.
Agents,
Hongkong, 16th June, 1915.

NOTICES

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ALEXANDER CAFE,
Open till Midnight.

ENTERTAINMENTS.

VICTORIA THEATRE.

FRIDAY, 18th June, 1915.

An Unsurpassed Programme.

9th & 10th Episodes

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"PERILS OF PAULINE"

See these Episodes as Pauline is Captured by Smugglers and
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Pathe's Latest Gazettes.

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See Programme.

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16th, 17th & 18th June,
the great magnificent drama
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SATURDAY, 19th June.

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a restorative power that is simply
unrivalled.
TAKES THE
CURE FOR
ASTHMA

MARTIN'S
APIOL & STEEL
PILLS
A French remedy for all irregularities.
Thousands of ladies always keep a box of
Martin's Pills in the house, so that on the first
sign of any irregularity of the system a
satisfactory dose may be administered. Those who
have tried them will find them to be the most
effective and pleasant of all remedies for the
disorders of the system. All Chemists and Druggists
keep the pills, or post free to
J. B. MARTIN, Chemist, Southampton, Eng.

CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO
and STRAITS.

THE Company's Steamship

"KASHIMA MARU"

having arrived from the above
ports, consignees of cargo are
hereby informed that their goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown Com-
pany's Godowns at Kowloon,
where each consignment will be
sorted out mark by mark and deliv-
ery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried
on unless instructions are given
to the contrary before noon, to-
day.

Goods not cleared by the 20th
June, will be subject to rent.
Damaged packages must be left
in the Godowns for examination
by the Consignees and the Co.'s
representatives at an appointed
hour on Tuesday & Friday. All
claims must be presented
within ten days of the steamer's
arrival here, after which date
they cannot be recognised. No
claims will be admitted after
the goods have left the Godowns.
NIPPON YUSEN KAISHA,
Agents,
Hongkong, 14th June, 1915.

CONSIGNEES

**PACIFIC MAIL STEAMSHIP
COMPANY.**

THE Steamship

From "MANCHURIA."

From SAN FRANCISCO,
JAPAN PORTS and MANILA.

The above mentioned vessel
having arrived, consignees of
cargo are hereby notified to send
in their Bills of Lading for coun-
tersignature and take immediate
delivery of cargo from alongside.
Cargo impeding discharge
will be landed immediately at
consignees' risk and expense.
Cargo remaining on board
June 17th, 1915 at noon will
be subject to landing charges and
if undelivered June 23rd, 1915 at
noon will be subject to both land-
ing and storage charges.
No Fire Insurance whatever
will be effected.

All chafed and otherwise
damaged cargo will be examined
at the above Company's godown
June 21st, 1915 at 10 a.m.
No claims will be entertained
unless accompanied by short
delivery note or list of exceptions
taken at the time of delivery to
consignees and signed for and on
behalf of the Pacific Mail S.S. Co.
All claims must be filed on or
before June 30th, 1915, other-
wise they will not be recognised.
P. C. MCKIN,
Agent,
Hongkong, 16th June, 1915.

OFFICIAL MARKET PRICES

Hongkong, March 12, 1915

BUTCHER MEAT.

Peaf Sirloin—Mei Lung Pa	lb.	19
Prime Out—	..	21
Corned—Ham Ngau Yuk	..	19
Roast—Shiu	..	17
Brast—Ngau Lam	..	15
Soup—Tong Yuk	..	20
Steak—Ngau Yuk Pa	..	30
do.—Sirloin—Ngau Lau	..	24
Sausages—Ngau Cheung	..	10
Bullock's Brains—No	per set	50
Tongue, fresh—Ngau Li	each	80
Head—Ngau Tan	..	\$1.00
Heart—Ngau Sam	..	14
Hump, Salt—Ngau Kin	..	20
Feet—Ngau Keuk	each	11
Kidneys—Ngau Yiu	..	11
Tail—Ngau Mei	..	18
Liver—Ngau Kon	..	13
Tripe (undressed)—Ngau To	..	6
Calves' Head & Feet—Ngau-tai-tau-keuk	set	\$1.00
Mutton Chop—Yeung Pei Kwai	..	25
Leg—Yeung Pei	..	25
Shoulder—Yeung Shau	..	24
Saddle—	..	27
Pigs Chittlings—Chu Chong	..	24
Brains—Chu No	per set	24
Feet—Chu Keuk	..	13
Fry—Chu Chap	..	15
Head—Chu Tan	..	16
Heart—Chu Sam	..	18
Kidney—Chu Yiu	..	18
Liver—Chu Kon	..	24
Chop—Chu Pai Kwai	..	24
Corned—Ham Chu Yuk	..	28
Leg—Chu Pei	..	20
Fat or Lard—Chu Yau	..	20
Sheeps' Head and Feet—Yeung Tau Keuk	set	60
Heart—Yeung Sam	..	12
Kidneys—Yeung Yiu	..	12
Liver—Yeung Kon	..	22
Sucking Pigs, to order—Chu Tsai	..	20
Suet, Beef—Shang Ngau Yau	..	20
Mutton—Shang Yeung Yau	..	19
Veal—Ngau Tsai Yuk	..	20
Sausages—Ngau Tsai Cheung	..	20
Lard—Chu Yau	..	20

POULTRY:

Chicken—Kai Tsai	lb.	35
Capon, Large, Small—Sin Kai	..	34
Ducks—Ap	..	32
Doves—Pan Kan	..	18
Eggs, Hen—Kai Tan (cooking)	per doz	20
(fresh)—	..	36
Fowls, Canton—Kai	..	42
Heinan—Hoi Nam Kai	..	30
Geese—Ngo	..	24
Pigeons, Canton—Pak Kap	..	28
Hoihow—Hoi How Pak Kap	..	25
Snipe—Sha Tsui	..	22
Turkeys, Cook—Fo Kai Kung	..	60
Hen—Na	..	45
Pheasant—Shan Kai	..	75
Quail—Om Chun	..	25
Partridges—Che Ku	..	65

FISH:

Barbel—Ka Yu	..	16
Bream—Pin Yu	..	18
Canton Fresh Water Fish—Hoi Sin Yu	..	15
Carp—Li Yu	..	20
Catfish—Chik Yu	..	12
Codfish—Mun Yu	..	14
Crabs—Hai	..	28
Crabfish—Muk Yu	..	16
Dab—Sha Mang Yu	..	12
I see—Wong Mei Lap	..	13
Dog Fish—Tit To Sha	..	10
Eels, Conger—Hoi Man	..	13
Fresh water—Tam Sui Yu	..	18
Eels, Yellow—Wong Sin	..	32
Frogs—Tin Kai	..	33
Garoupe—Shek Pan	..	40
Gudgeon—Pak Kap Yu	..	18
Herrings—Tao Pak	..	20
Halibut—Cheung Kwan Kap	..	20
Labrus—Wong Ka Yu	..	18
Loach—Wu Yu	..	28
Loysters—Lung Ha	..	28
Mackerel—Chi Yu	..	20
Monk Fish—Mong Yu	..	32
Vallet—Chai Yu	..	16
Oysters—Shang Ho	..	22
Parrot Fish—Kai Kung Yu	..	12
Perch—Tau Lo	..	18
Pike—Fa Pau Fong	..	16
Plaice—Pan Yu	..	15
Pomfret, Black—Hak Chong	..	28
Pomfret, White—Pak Chong	..	28
Prawns—Ming Ha	..	38
Ray—Fai Pa Sha	..	10
Rock Fish—Shek Kung	..	15
Roach—Chun Yu	..	12
Salmon—Ma Yu	..	30
Shark—Sha Yu	..	7
Skate—Po Yu	..	8
Shrimps—Ha	..	25
Snapper—Lap Yu	..	28
Soles—Tat Sha Yu	..	26
Tench—Wan Yu	..	16
Turbot—Cho How Yu	..	18
Turtles, small, fresh water—Keuk Yu	..	60

FRUITS:

Almonds—Bang Yan	..	18
Apples (California)—Kam Shan Ping Kho	..	18
(Chefoo)—Tin Chun Ping Kho	..	18

肉食

Pananas, fragrant, Canton—San Shing Heung Chiu lb.	..	3
(brides), Macao—San Heung Chiu	..	3
Chestnuts, Chinese—Foong Lai	..	12
Coconuts—Ye Tse	..	12
Grapes—Po Tai Tse	..	30
Lemons, China—Ling Mang	..	10
America—Kam Shan Ling Mang	..	10
Lichees Dried—Lai Chi, small Stone	..	28
Fresh	..	8
Oranges, (Canton)—Shan-shang Tim Ching	..	5
Sweet	..	8
Pears, (American), Kwai San Shoot Lay	..	10
(Canton), Cooking—Sha Li	..	10
Peanuts—Fa Shang	..	10
Plantain—Tai Chiu	..	10
Plums—Swatow, Hung Lai	..	14
Pumelo, Siam—Chim Lo Yau	..	14
Shanghai—Lo Kwai	..	15
Walnuts—Hop To	..	15
Green—Sang Hop Tuo	..	15
Water Melon—(Am.) Kam San Sai Kwa	..	15

VEGETABLES, &c.

Artichokes, Shanghai—Sheung-hoi Ah Chi	..	8
Cheuk	..	8
Beans, (French), Macao—Oh Moou Pin Tan	..	8
(French) Shanghai—Sheung Hai Pin	..	8
Sprout—Ah Chai	..	10
Long—Tan Kok	..	10
Beet Root—Hung Chai Tau	..	8
Bitter Squash—Fu Kwa	..	8
Brinjals, Green—Ching Yuen Kwa	..	8
Red—Hung Ke	..	8
Cabbage, Chinese, (common)—Ka—Tsai	..	14
Cabbage, Shanghai—Ye Tsai	..	14
Cane Shoots, bunch—Kau Shan	..	8
Carrots—Kam Shan	..	8
Celery, Chinese—Tong Kan Tsai	..	8
Chillies Dried—Kon Lap Chiu	..	10
Red—Hung Fa Chiu	..	10
Green—Ching Lap Chiu	..	10
Curry Stuff, English—Ka Li Chiu Lia	..	10
Cucumbers—Ching Kwa	..	8
Garlic—Sun Tan	..	8
Ginger, young—Sun Tse Keung	..	8
old—Lo Keung	..	12
Horse Radish, Shanghai—Lik Kan	..	12
Indian Corn—Suk Mai	..	1
Lettuce—Yeung Shang Tsai	..	1
Water Chestnut—Ma Tai	..	8
Mandarin—Kwai Lam Ma Tai	..	35
Mushrooms, Fresh—Shang Cho Ko	..	1
Musk Melon, Amer.—Kam-san Hong Kwa	..	1
Okra—	..	8
Onions Bombay—Yeung Chong Tau	..	8
Green—Shang Chong	..	7
Shanghai—Sheung-hoi Chong Tau	..	8
Parley—Kun Tsai	..	1
Green Peas—Ching Tau	..	1
Potatoes, Sweet—Pan Shu	..	3
Shanghai—Sheung-hoi Shu Tsai	..	3
Japan—Yat Pan Shu Tsai	..	3
American—Fa Ki Shu Tsai	..	3
Foochow—Tao-chow Shu Tsai	..	3
Pumpkin—Tong Kwa	..	3
Radish—Hung Lo Pak Tsai	..	3
Rhubarb (Fresh)—Tai Wong	..	3
Sage—Tse So	..	3
Shallots—Kon Chung Tau	..	3
Spinach—Yin Tsai	..	3
Tomatoes—Pan Ke	..	3
Taro—Wa Tan	..	3
Turnips, Punt, (Long)—Lo Pak	..	3
English—Yeung Lo Pak	..	3
Vegetable Marrow—Chit Kwa	..	3
(American)—Kam-san Chit Kwa	..	3
Water Cress—Sai Yeung Tsai	..	12
Lily root—Lin Ngau	..	6
Yams—Ts Shu	..	6
English—Yeung Kan Choi	..	1
Tau	..	1

The above prices are in accordance with the Government list
of maximum charges fixed by Proclamation as revised up to the
30th ult. The Proclamation also contained the following schedule
of maximum retail prices:—

1. Flour:—	
(a) Highest Grade, per bag of 50 lbs.,	\$4.50
per lb.,	10
(b) Second Grade, per bag of 50 lbs.,	4.00
per lb.,	08
(c) Third Grade, per bag of 50 lbs.,	3.50
per lb.,	0
2. Tinned Milk:—	
(a) Sweetened Condensed Milk, per 1 lb. tin,	35
(b) Unsweetened Condensed Milk, per 1 lb. tin,	25
(c) Sterilized Milk, per tin, (18 oz.),	25
(d) Sterilized Milk, per 1 litre tin,	35
(e) Eagle Brand, per 1 lb. tin,	33
(f) Skimmed Milk, per 1 lb. tin,	20
3. Sugar:—	
Cube, (in 6 lb. tins), per tin,	1.15
Refined Crystallized, per lb.,	14
Granulated, per lb.,	14
Soft, No. 1 quality, per lb.,	13
No. 2	12
Cooking Salt, 2 cents per lb.	

4. Frozen Meat:—
The Dairy Farm prices for frozen food and other stores published
on 1st September, 1914, with all changes in prices shown in red
ink, are the maximum retail prices for the articles enumerated in
the price list of that date. [Approved copies signed by the Chair-
man and the Secretary of the Food Committee can be seen either at
the Treasury or on the premises of the Dairy Farm Company in
Wyndham Street.]

5. Market Produce.—(See above)

6. The prices of provisions imported from countries other than
China (excepting those above enumerated) may not be raised more
than 15 per cent. above the retail prices prevailing in the Colony
on the 25th July, 1914.
Note.—In consideration of the loss sustained by discount or sub-
sidy coins, payment for all articles of food not exceeding \$4
in value (excepting those above enumerated) in clause 6 in Procla-
mation No. 18 of the 30th October, 1914, and in the above Schedule
shall if made in subsidiary coin be subject to an additional charge
of 15 per cent.

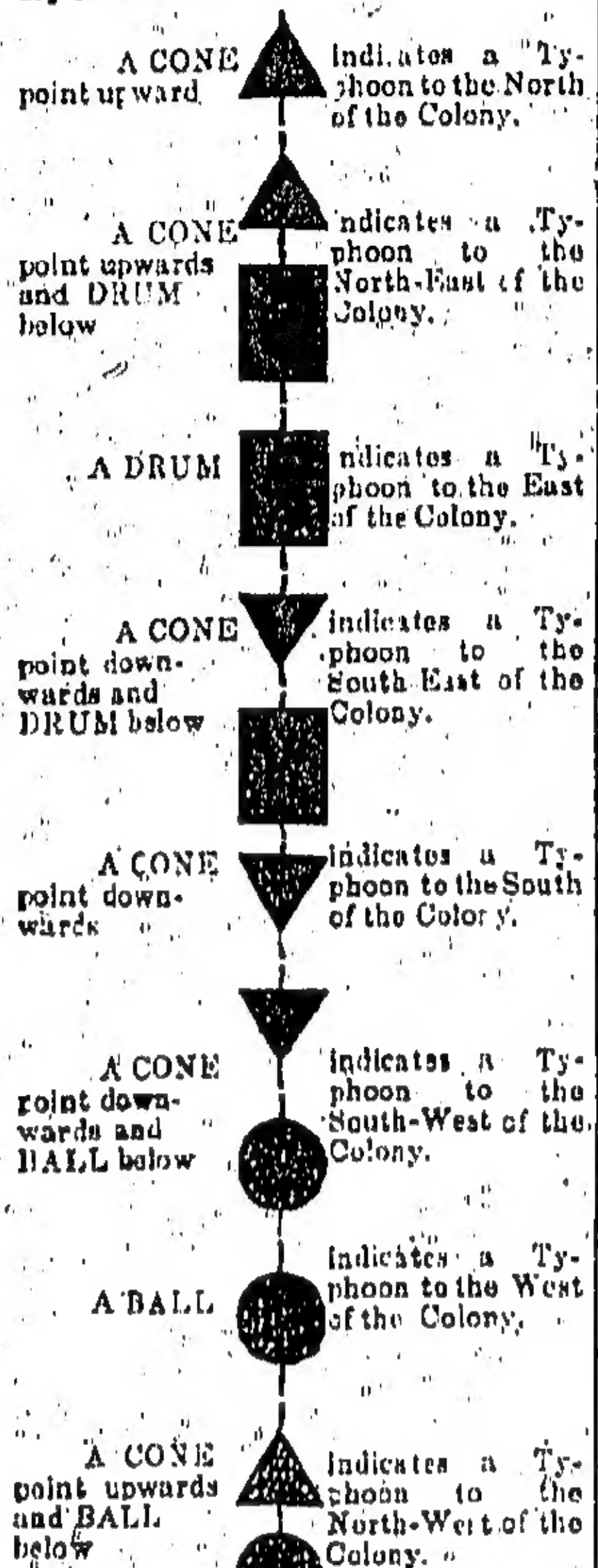
菓子

杏仁	..	18
花生	..	18
核桃	..	18

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, Green Island, Standard O. I. Premises, Lai-chi-kok and F. O. Quarters, Lyceum.



RED SIGNALS indicate that the centre is believed to be more than 300 miles away from the Colony.

BLACK SIGNALS indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS. In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS. A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS. The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS. For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock, Aberdeen, Waglan, Sau Ki Wan, Stanley, Sai Kung, Cape Collinson, Sha Tau Kok, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand by signals from the lighthouse. O. W. JEFFRIES, Director.

THE WAR.

COUNTRIES ENGAGED.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Italy.
	Japan.
	Servia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men. Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men. Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong. Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong. Squadron of cavalry is from 150 to 200 men strong. Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

PRINCIPAL EVENTS.

June 28—Archduke Francis Ferdinand assassinated.
July 23—Austria sends an ultimatum to Servia.
July 31—Russia orders general mobilisation.
Aug. 1—Germany declares war on Russia. French Cabinet orders general mobilisation.
Aug. 2—German forces enter Luxembourg.
Aug. 4—England sends ultimatum demanding observance of Belgian neutrality. Germany rejects ultimatum.
Aug. 5—England at war.
Aug. 7—Germans enter Liege. French invade southern Alsace.
Aug. 15—Austrians enter Servia. Japan sends ultimatum to Germany.
Aug. 17—British land in France.
Aug. 19—Beginning of battle of Lorraine.
Aug. 20—Germans enter Brussels.
Aug. 23—Germans enter Namur.
Aug. 24—British begin retreat from Mons.
Aug. 25—French evacuate Muhlhausen.
Aug. 26—Germans take Longwy.
Aug. 27—Louvain burned by Germans. Japanese blockade Tsingtau.
Aug. 28—Battle of Heligoland.
Sept. 2—German advance reaches Sedan. French Government moves to Bordeaux.
Sept. 3—Russians occupy Lemberg.
Sept. 5—Battle of the Marne begins.
Sept. 7—Mauvege taken by the Germans.
Sept. 12—German retreat halts on the Aisne.
Sept. 20—Germans bombard Rheims.
Sept. 22—German submarine sinks British cruisers Aboukir, Oressy, and Hogue.
Sept. 26—Indian troops land at Marseilles.
Sept. 28—Germans begin siege of Antwerp.
Oct. 2—Germans defeated at Augustow.
Oct. 5—Belgian Government removed from Antwerp to Ostend.
Oct. 7—Bombardment of Antwerp.
Oct. 9—Antwerp occupied by the Germans.
Oct. 12—A Boer commando in the Cape Province mutinies.
Oct. 13—Belgian Government transferred from Ostend to Havre.
Oct. 14—Allies occupy Ypres. Battle begins on the Yser.
Oct. 15—Ostend occupied by the Germans.

Oct. 16—British cruiser Hawke sunk by German submarine.

Oct. 24—Ten days' battle before Warsaw ends in German defeat.

Oct. 27—Russians recapture Lodz and Radom.

Oct. 29—Turkish naval attacks on Odessa and in the Crimea.

Oct. 30—Col. Maritz, rebel leader driven out of Cape Colony.

Nov. 1—German naval victory off the coast of Obili.

Nov. 3—German squadron makes a raid on British coast.

Nov. 4—German cruiser York strikes mines in Jade Bay.

Nov. 5—England and France declare war on Turkey. Dardanelles forts bombarded.

Nov. 6—Tsingtau surrenders.

Nov. 7—Russians enter East Prussia.

Nov. 10—The Emden destroyed.

Nov. 11—Germans capture Dixmude.

Nov. 19—House of Commons votes a new army of 1,000,000 men. More than 1,100,000.

Nov. 23—Russians surround German corps south of Lodz.

Nov. 26—British battleship Bulwark destroyed by explosion in the Medway River.

Dec. 1—German Reichstag votes new credit of five billion marks. King George visits Flanders.

Dec. 2—Austrians occupy Belgrade. Gen. De Wet captured.

Dec. 3—Servians defeat Austrians in 'three days' battle.

Dec. 6—Germans occupy Lodz.

Dec. 8—British naval victory off Falkland Islands.

Dec. 9—Gen. Byers, Boer leader, killed at the Vaal River.

Dec. 13—British submarine sinks the Messudieh in Dardanelles.

Dec. 15—Austrians evacuate Belgrade.

Dec. 16—German cruisers bombard Scarborough and Hartlepool.

Dec. 18—Egypt proclaimed a British protectorate. Gen. Botha reports Boer rebellion as at an end.

Dec. 20—Severe fighting on the line of the Buzza River.

Dec. 23—French Chamber votes war credit of \$340,000,000.

Dec. 25—British naval and aerial raid against Ouxhaven.

Dec. 28—French occupy St. Georges, near Nieuport.

Jan. 1, 1916—H.M.S. Formidable sunk in the Channel.

Jan. 3—French capture Steinbach.

Jan. 3-4—Russians win decisive victory over Turks in the Caucasus.

Jan. 8—French advance across Aisne, north of Soissons.

Jan. 13—Turks occupy Tabriz. Count Brochold resigns.

Jan. 19—German air fleet bombards Yarmouth.

Jan. 21—General Falkenhayn, German War Minister, resigns.

Jan. 24—British naval victory in North Sea; the Bluecher sunk.

Jan. 26—Germans lose heavily at Givency and Cunochy.

Jan. 31—Germany inaugurates submarine raids.

Feb. 3—German auxiliary cruiser sunk off Patagonia.

Feb. 5—Turks attempt to cross Suez Canal.

Feb. 8—Allies resolve to unite financial resources.

Feb. 8—Total British casualties to date 104,000.

Feb. 10—Germans execute the rebel Maritz.

Feb. 17—Canadian contingent lands in France.

Feb. 20-27—Over 10,000 Germans surrender in France.

Feb. 27—Allied Fleet enters the Dardanelles.

Mar. 1—House of Commons votes supplementary credit of 37 millions and a fresh credit of 250 millions.

March 8—British aeroplanes attack Ostend.

March 9—Second Canadian contingent lands in England.

March 10—Four German submarines accounted for.

March 10—British capture Neuve Chapelle.

March 10—Russians enter Memel. March 21—Futile Zeppelin raid on Paris.

March 22—Przemysl surrenders to the Russians.

March 24—British airmen successfully attack German submarine works at Hoboken.

March 25—German submarine U-20 sunk with all hands.

March 29—Russian Fleet bombards the Bosphorus. German submarine sinks West African liner Falaba.

March 31—Australia offers another contingent.

April 8—Prinz Eitel Friedrich interned in Norfolk Navy Yard, U.S.A.

April 9—Germany assumes liability for the sinking of the American ship William Frye. Anti-Austrian demonstrations at Genoa.

April 10—German Note to United States complains that the latter has accomplished nothing by her diplomatic correspondence with Allies. Official statement as to ill-treatment of British prisoners in Germany.

April 11—German Socialists issue peace pamphlets. Bishop of London visits entire front.

April 12—New York Herald demands that Count Bernstorff should be given his passport.

April 13—Sir John French asks for extra munitions.

April 14—H.M.S. Renard steams ten miles up the Dardanelles. Futility Zeppelin raid on Northumbrian coast.

April 15—Dutch s.s. Katwyck torpedoed without notice.

April 18—E. 15 runs ashore in the Dardanelles; officers and men made prisoners.

April 19—Austria's request for food-stuffs to be allowed to pass through Italy refused.

April 20—German Note protests against the seizure, by the British, of the s.s. Paklat. Sir John French repudiates German statement that the British had used asphyxiating gases.

April 21—Russian torpedo-boats sink ten Turkish vessels loaded with munitions.

April 22—Turks prevent Italians in Turkey from responding to mobilisation call. Anti-war riots in Trieste.

April 24—Allies land at three points of the Gallipoli peninsula.

April 25—British capture Hill 60.

April 26—Canadians' victory at Ypres. General attack on the Dardanelles by land and sea forces.

April 27—French recapture Hartmannswillerkopf. Earl Kitchener's statement in the Lords concerning the Germans' ill-treatment of prisoners.

April 28—After considerable opposition, the Allied troops establish themselves across the end of the Gallipoli peninsula. General Hutton resigns command of the 21st Division through ill health. Mr. Lloyd George introduces proposals dealing with the drink question.

April 30—Further contingent of Australasians disembarks at Gallipoli. Respirators supplied to the army as a safeguard against gas.

May 2—Minor sea encounter between British and German. British loses the destroyer Recruit, and Germans two destroyers.

May 3—Admiral Jellicoe expresses uneasiness as to the situation in Clyde and Tyne yards.

May 4—America asks for information as to the sinking of the Gulf Light and the attack on the Oshing. Mr. Lloyd George estimates that eight months of war have cost 307 millions.

May 6—Announced that Germans in South West Africa poisoned the wells.

May 7—The Lusitania sunk by German submarines. 1396 lives lost.

May 9—Anti-German riots in Liverpool and London. The Frankfurter Zeitung describes the sinking of the Lusitania as "a tragic, but nevertheless an extraordinary success for the German navy."

HOTEL LIST.

Hongkong Hotel.

Alder E S	Kramer D S
Anderson S E	Lambert E B
Baring J H	Layton C
Beaumont E A	Law H D
Bell O D J	Lloyd G T
Bellios, Mrs E R	Longfield S
Blackburn G O	Markham D
Bouman G O	Mariott Dr & Mrs O
Burns J H	Melita K B
Cassell Capt L	Meredith J
Cheatham H	Middleton G S
Cornhillson Mrs	Mody Mr & Mrs J H
Davis Mr & Mrs F E	N
Denison O G	Neighbour W R
Duffy Miss M E	Newburger G F
Ehrenfeld H E	Newman E
Evanson E	Omlston J
French Capt & Mrs	Pegg H H
E M	Piston Miss
Fitzwilliams D, GHL	Pitcher A J
Fuller Denman	Plagge A C
Glaister Dr & Mrs	Pol D
Gibbs J	Price
Gibbs Mr & Mrs J	Reay Miss F
Goulbourn V	Ray E H
Gregory T M	Raymond J E
Griffiths H L	Randall Mrs J A
Goodrich O L	Rowell J P
Hall Capt T P	Saladin
Hannibal Mr & Mrs	Stirling Miss
W A	Sorby V
Hanson A	Smith Mrs A G
Harwood C O	Taylor Mr & Mrs J
Hawes Hon M E A	W
Hearn O	Valia Dr & Mrs H d
Hobson Dr H G	Walton Mrs
Hollingsworth A H	Well Mr & Mrs A
Jocke W	Webb Mr & Mrs B
Irving E A	White F W
Joseph E M	White Mr & Mrs
Joseph S M	H L H
Jones M T	Wood F G
Joseph E	Wood Mrs R F

Carlton Hotel.

Alenberg E	Malcolm J
Clark Miss May	Mariott J
Cropley J	Meek Thomas
Cropley N C	Melvir
Cropley C C	Pennell W V
Fulcher W O	Pearson N
Goodall Mr & Mrs	Rumer Capt R
Goodall Misses	Tappell E
Holloway H D	Taylor W
Hosher Dr J	Thom Wm
Kierulff R	Wholey A R
Macgregor D	Wilson D B

King Edward Hotel.

Almond Mrs R	Laurelson Mr & Mrs
Bethlehem Mr & Mrs	Lee W D
W H	Lee T H
Brown G W	Lennor Miss
Budge W	Lennor J
Beale Mrs	Macdonald Major D
Claughton A A	Murphy H
Cooke Mrs F L	Nakai R
Cooke Miss J F	Pasmore Mrs W C
Cooke Miss G M	Radford A L
Cousins A	Ramsey Mrs R A
Dutton Mr & Mrs O	Richardson W
A	Riggs Mr & Mrs H E
Elson W T	Robson Mrs
Foy Mrs A	Soper C H
Fyfe A A	Stewart R
Griffiths P K	Sylvester Mrs S
Hamblin F R	Tasso H
Hearshing A	Tell Mr & Mrs A N
Hunter Mr & Mrs J	Taylor F
Jackson Mr & Mrs	Threlfall Mrs
Joseph J	Tourelle Mrs E L
Kules T H	Tunda S
Kearney W E	Underwood Mr & Mrs
Lambert Mrs	Mrs J H

Grand Hotel.

Allen Mr & Mrs	Leon B
Arizman Mr & Mrs	Lockey W H
Crew Mr & Mrs	Ondor T
Dunrich A	Reynolds C W
Gibbs A W	Reynolds F G
Grant J	Steen M G
James B	Turner O H
Johnson C	Vede V D
Leur C W	Wright E H

Kingsclere Hotel.

Fielder B E	Rawlinson R J
Filkins Miss D	Robertson Mr & Mrs
Forbes Mr & Mrs A	Mrs J
Forbes A	Sachse Mrs G
Fulder B E	Sheldon Mr & Mrs
Hardman A	R D
Heggenhoff	Shields A L
Logan W	Singer Mr & Mrs E
Lurges H Van G	Percey Burn
Nixon F C	Wilson M J

Peak Hotel.

Baxter H R	Lambert Eng Lieut
Bowler R	and Mrs John
Butter F R	Lambert Miss
Carmichael Mr and Linton A	Mariott Mrs
Mrs H F	Mitchelmore Mr & Mrs
Cartwright H A	O
Cassell Mr & Mrs D	Cary F W
O	Clair G
Compton A C	Coulard A
Darling Col R E	Edlin R S
Edlin R S	Falchione Major
Hale Mr & Mrs B A	Hall Col Gordon
Hall Col Gordon	Hansen W J
Hind B A	Hardman A
Humphreys Mr	Hind B A
Johns Mrs T J R	Johns Mrs T J R
James L	Kandoorie E

A Political Offender.

Chao Cheng-wu, a reputed revolutionary, who was arrested by the Shanghai Municipal Police on a charge, preferred by the Chinese authorities the other day, of having forged the cash notes of the Hupoh Government Bank, and on whose person two forged notes were found, has declared that the two forged notes were given to him by a man named Wang on the previous day, and that he believes that this was a subterfuge resorted to, owing to the difficulty of getting his extradition as he is only a political offender. He has asked his friends to engage a lawyer to defend him.

NOTICES.

AMERICANS

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—PHOTOGRAPH—

The photograph on the current issue is a picture of a Canton View.

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SHARE REPORT.

S.-SELLERS SA-SALES B.-BUYERS N.-NOMINAL

17th June.

[illegible]

